THE PITTSBURGH COMMERCIAL,
PUBLISHED DAILY BY THE
PITTSBURGH NEWSPAPER & PRINTING CO.
Office, 76 Fifth St., opposite Post Office.
C. B. BRIGHAM.....EDITOR.
R. D. THOMPSON.....BUSINESS MANAGER.

TERMS OF THE DAILY:
By Mail (payable in advance) per year.....$10 00
City, payable to the carrier, by the week.....25

Terms of Advertising in the Daily.
TEN CENTS A LINE FOR EACH INSERTION.
Under head of City Items, per line.....20 cts.
Displayed advertisements charged at the above rates in proportion to the amount of space occupied.
Address, THE COMMERCIAL, PITTSBURGH.

The Pittsburgh Commercial.

VOL. II. PITTSBURGH, THURSDAY MORNING, MARCH 16, 1865. NO. 160.

THE SATURDAY COMMERCIAL
A LARGE SHEET CONTAINING ALL THE CURRENT NEWS, MISCELLANEOUS, LITERARY AND SCIENTIFIC INTELLIGENCE, AND VALUABLE READING FOR THE FAMILY.

TERMS OF THE WEEKLY:
Per Year (52 issues).....$2 50
In Clubs of Twenty.....1 00

The money must always accompany the order and in no instance can these terms be deviated from.

☞ Postmasters are requested to act as agents for THE COMMERCIAL.

The Daily Commercial.

CITY ITEMS.

Philadelphia Business Card.

Edmund Yard & Co. 317 Chestnut and 314 Jayne street, Philadelphia, one of the business establishments in the East, have now in store a full and complete stock of Silks and Fancy Dress goods, American delaines, balmorals, shawls, gloves, white goods and linens, which they offer to the trade at the lowest market prices. Pittsburgh and Western dealers generally should call and examine the stock and prices.

Pittsburgh Theatre.

Benefit of the favorite actress, Mrs. James Dickson, who will appear in three characters. The Turnverein Association have volunteered their services. This (Tuesday) evening will be presented the amusing comedy, entitled "The Little Treasure," Gertrude, Mrs. Jas. Dickson. To be followed by the "Pretty Horsebreaker." The Pretty Horse-breaker, Mrs. Jas. Dickson. To conclude with "The Wandering Boy," Paul, Mrs. Jas. Dickson.

Penn Institute for Boys.

By reference to a notice elsewhere, it will be seen that Rev. J. M. Smith, so long Principal of the Penn Institute, has retired from its management, and that Rev. A. Williams, late Principal of the Edgworth Seminary, at Sewickley, recently burned, succeeds him. Rev. Williams, is an experienced educator, and a gentleman worthy the confidence of those who have sons to educate.

Oil Lands for Sale.

Attention is directed to the advertisement of Alex. Wallace, who offers for sale eighty acres of Oil land, located at Jones' Eddy, Venango county. Also, seventy-three acres on West Hickory Creek, within two miles of a producing well. A rare chance for capitalists is offered.

Greenwood Institute,

For young ladies. The Spring and Summer Session, of twelve weeks, will open on the 10th of April, 1865, —the vacation occurring during the months of July and August. Address Mrs. C. T. Gatts, principal, New Brighton, Pa.

English Opera.

Bellini's exquisite opera of "La Sonnambula," is to be performed this evening, with Miss Fannie Riddell, as "Amina," a part peculiarly suited to develope her rare voice. We look for a crowded house.

Open this Day,

One case Rage Poplin, quite new styles, at 75 cents; the most beautiful goods, and at the prices of three years since, at Barker & Co.'s, 59 Market street.

Albums, &c

Albums, cheapest in the city; Photographs 50 cents per dozen; Pocket Books; Mrs. Dickson's benefit at the Theatre, cards of the lady. For sale at Pittock's.

Perfumery, &c.

Phalon's night blooming Cereus, new Perfumery. Toilet articles, Soaps, &c., just received at Fulton's drug store, Fifth street, near the Postoffice.

Open this Day.

Fifty pieces Poplin Lustres, at 75, embracing all colors, a reduction of 25¢ cents per yard, at Barker's, 59 Market street.

Photographs.

Marietta Ravel, Setchel, Vestvali, He'en Western-Pauline Cushman, and 3000 other Photographs at Pittock's.

Furniture, Carpets, &c. at Auction.

Large sale good Furniture, Carpets, &c., at 10 a. m. at McClelland's.

Gold Pens, &c.

Go to Pittock's for the New York Dailies, Gold Pens, Diaries, Folios, all the new Books and Oil Maps.

Prints, Sheetings and Shirtings,

All widths, from 16¢ cts. upward, about one half former prices at Barker's, 59 Market street.

D. Cowley, M D,

Homeopathist, No. 298 Penn street.

Late News Items.

The army is filling up. Most of the trains that go up from City Point are loaded with men for the various regiments. The cars are filled to their utmost capacity, and on top of them is to be seen as many men as can sit. All this, and blue overcoat, which gives to a train, seen at a distance as it whirls along, a covering of a light blue mass.

A single day's issue of the Memphis *Bulletin* contains the following specimen of Southern barbarism: Two white men hung; two negroes hung; one Union man murdered; two negroes whipped almost to death; a mulatto man whipped to death and his master's house robbed; an unknown number of men carred of for conscripts; many negroes whipped, hundreds of bales of cotton burned, and robberies too numerous to mention.

A new and overshadowing sensation has seized upon our armies in the field. It has transpired that many Union officers, distinguished for service and gallantry, whose terms have expired, have declined to be tempted from ventures made by responsible parties, and accepted commands in the national army of Mexico. The service is very popular, and thus far the selections made indicate that those of tried ability and valor are especially sought after.

By an order of the War Department, all volunteer officers who are not mustered out at the exact date of the expiration of their enlistments, must remain in the service until the end of the war or until the acceptance of their resignations. No officer is allowed to retain his commission beyond the time for which he enlisted and then retire, making a personal convenience of the service.

In view of the extension of the North Missouri Railroad into Iowa, the people of the southern part of that State are bestirring themselves to make connections. The project of extending the Des Moines River Valley Road from Ottumwa to Des Moines is just now receiving the attention of the citizens of the latter place. At a meeting on Wednesday last the citizens subscribed $88,000, and the best feeling prevailed.

The contrast of a peace and war basis in Government works is well illustrated at Portsmouth Navy Yard. From one of secondary consideration previous to the war, it has come to be among the first in point of constructing and equipping requirements. More than three thousand names are upon the pay-rolls. A considerable portion of the labor of these employees being required by the out-growth of old facilities in the new demands of material, model and engineery created by the war.

Owing to the prevalence of small-pox at Fortress Monroe, Virginia, and the postoffice force having taken temporary quarters in tents, all the army mail matter to be despatched northward and westwardly, until further orders, be sent to the Washington City Postoffice.

Washington Topics and Gossip.

There are several delegations here from different localities to urge a postponement of the draft. Neither the President nor the Secretary of War have thus far shown any disposition to interfere with the draft where it has been ordered, and it is not at all likely that they will. General Grant sees that now is the time to strengthen the army.

It is understood that a military man will be designated as the head of the Freedmen's Bureau. There is a strong pressure, however, to put a civilian there. The Secretary of War is said to favor the former rather than the latter.

The so-called Singleton tobacco speculation makes a great deal of talk, and excites comment that is not wholly smothered. It was well known in Democratic circles here, when Mr. Singleton first went to Richmond, that he went upon a commercial speculation clothed in peace. Speculation in tobacco sold by Democratic Congressmen surrounded his peace mission upon his going and his returning. The meeting was not fruitless, and was so hastily declared by the agents of the press here. Singleton arranged in Richmond for the acquisition of a vast quantity of tobacco, not by a purchase with greenbacks or seven thirties, but by an operation that should supply the stinted rebel army in and about Richmond of the scanty rations of meat. At the very time that the North was sacrificing men and money lavishly under Sherman, Sheridan and Grant to cut Lee off from all his supplies of food, this anomalous enterprise and marvelously unpatriotic speculation is understood to have had five copartners besides the active manager—all New Yorkers and McClellan Democrats—each of whom put in $50,000. The quarter of a million of capital in hand, it was to be invested in bacon bought in Baltimore and exchanged in Fredericksburg for manufactured tobacco. The transaction, of course, had the cheerful assent of the rebel government and of General Lee. President Lincoln's permit authorizing it is said, by the Richmond papers, to have been placed in the hands of the rebel officer in charge of the tobacco, sent up from Petersburg and Richmond, and to have been produced and shown to the Union officer who proposed to seize and destroy it.

When the secret history of this astounding transaction shall be made public, if it ever shall be, it will undoubtedly appear that this officer had instructions from a man who is in earnest in his efforts to smash the Rebellion, and doesn't care horses, bacon, or politics across the Rappahannock, to wholly disregard any and all permits and bargains that could be stretched over the tobacco, and to capture and destroy it inexorably in the face of any and all protests and warnings. The officer did his duty. Four million dollars worth of tobacco are said to have been lost to the New York firm of McClellan patriots, and the Union bacon that was to feed the rebels while slaughtering Union men, is stopped on its traitorous way to the traitorous swap over the graves of the Union soldiers murdered, wasted in Fredericksburg slaughter pens.

Our Harrisburg Correspondence.

Western Bills to be Acted Upon—Sugar Creek Bills Objected off the Calendar—Incorporation of Turtle Creek Valley Railroad Company—The Prevention of Railroad Accidents—A Park in Oil City—Promotions in Pennsylvania Regiments.

(Special Correspondence Pittsburgh Commercial)
HARRISBURG, March 14.

Notwithstanding the increased labors of the members of the Legislature, it will be utterly impossible to clear the files of all the bills with which they are now burdened. The Western bills still to be acted upon in the Senate are, as near as I can ascertain, as follows: Senators Bigham and Graham have under their care, one to authorize the assessment, levy and collection of additional taxes in Lawrenceville borough; one authorizing the managers of the Allegheny Observatory to transfer the real and personal estate of that institution to the trustees of the Western University of Pennsylvania, upon such terms as may be agreed upon; one relating to the will of James Crawford, deceased. This last bill, in a preamble, sets forth that Mr. Crawford bequeathed in his will a certain sum to buy coal for the poor of the First Ward, and that as that fund is large, and for the purpose of doing the most good, it is desired that the principal and interest shall be handed over to the Western Pennsylvania Hospital. Another bill reduces the par value of the Garrick Oil Company to one dollar; another changes the name of the National Oil Company to the "National Union," and decreases the value of its stock to one dollar a share; another authorizes the Western House of Refuge to receive a piece of land in Mcclure township, which the holder, Joshua Hanna, desires to convey to that institution; another provides for the appointment of an additional Notary Public in Pittsburgh; another is a supplement to the act incorporating the Dime Savings Institution of Pittsburgh, substituting for the incorporators named in the original act, Messrs. S. H. Hartman, Joshua Rhodes, James Park, jr., F. Rahn, A. Reineman, Geo. B. Jones, Josiah King, Alex. Bradley, W. J. Kountz, C. Zug, S. Field, D. Jas Carothers, J. F. Jennings, G. Follansbee and D. E. McKinley. It also calls for the election of two Vice Presidents, provides for the greater security of depositors by creating a capital of $75,000, and further provides that no deposit account shall be opened for less than three dollars, although sums of one dollar may be subsequently received. Another supplementary bill gives the Coal Hill and Upper St. Clair Turnpike Company authority to borrow $5,000 and to lease their road.

So much for the Senate bills. Now let us see what bills from the House the two Senators named have to pass. They number twelve, and are as follows: One, providing for a steam ferry over the Ohio river, from Mansfield Myers from any point in the borough of West Pittsburgh to the city of Pittsburgh. David Robinson, Jas. Wood, Geo. Cochran, Gazzam M. Hunter and John Colvin are to be given the right to establish the ferry, and male passengers are to be charged five cents toll and females two cents. Another provides for the better regulation of the Allegheny County prison, relieving the sheriff of the responsibility of keeping prisoners, appoints a Board of Inspectors, and for other purposes, each and all of which I have explained fully in a previous letter. Another incorporates the Cashman Petroleum Company of Pittsburgh, with a capital of $100,000, and with the following incorporators: John F. Herron, A. Brady, Jr., Demuelly, Alex. King, Wm. Bagaley, Isaac M. Pennock, Jno. M. Kirkpatrick, and Jno. F. Jennings. Another gives the Central Board of Education of Pittsburgh power to levy a school tax not to exceed six mills on the dollar on all objects, persons, and properly, taxable for State or county purposes. Another empowers the Monongahela Water Company to convey the residue of their stock not yet subscribed or issued, and not exceeding $75,000, into a preferred stock. Number 506 increases the capital stock of the Eagle Cotton Factory to $50,000; another provides for the prosecution of livery stable keepers; another legalizes an ordinance of the borough of West Elizabeth granting to Oliver P. Bergy a right of way for a coal railroad over certain streets and another gives the Allegheny County Treasurer the right of being re-elected, and allows him $50. for clerk hire.

HARRISBURG, March 15, 1865.

The House, yesterday, had a private calendar of six pages and one hundred and six bills, nearly all the latter of which were passed. Among the bills on the calendar, but objected off, was one incorporating the Sugar Creek Mining and Transportation Company. The new well in that section has created an excitement in the halls of legislation almost equal to that which pervades their consultancy. A bill that will be offered to incorporate the Sugar Creek Horse Railroad, and in the one objected to to-day, but which may again come up for consideration, the right is also given to build a railroad along the valley of Sugar Creek, to connect with any other railroad; provided, however, that it shall not exceed twenty-eight miles in length, or be constructed outside of the County of Crawford.

Among the bills that were passed was one incorporating the Allegheny Mountain Railroad and Mining Company, and another incorporating the Turtle Creek Valley Railroad Company. The former has for its incorporators: Samuel Colvin, James Bingham, A. Hampton Jos. Dysart, Jas. Cunliffe, Obi. R. A. Mountain, A. L. Hodge, Jno. Slutter, Jno. Brobline, D. J. Morrell and R. Banstead, and power is given to construct a road in Cambria county, starting from a point on the Pennsylvania Central between Gallitzin and Wilmore, and thence running north or northeast twenty-five miles. The latter has for its original incorporators: Wm. Milliken, Samuel Jack, P. L. Stewart, J. T. Harvey, J. W. Riddle, G. K. Haymaker, Jno. Mcquaid, J. H. Dud, 31st Cavalry, Second Lieutenant Wm. Haymaker, Wm. M. Williams, jr., Jas. Carothers, J. Clough, who with a capital of $300,000, are to have the power to build a railroad from Steer art's Station on the Pennsylvania Central, to a point at the head of the Turtle Creek Valley known as the Plum and Cabin Summit, in Westmoreland county, some twelve miles, with the privilege of extending said road from the last named point to Pittsburg, in Indiana county, so as to connect with the Northwestern Railroad.

The Oil City Park Association bill also passed. It will appear strange to the non-residents of the petroleum regions, that such an organization should be needed in Oil City or vicinity, but if we take into consideration the fact that the representative from Venango county, a place is sadly needed there, where persons, after business hours can repair for healthful exercise in gymnastic and other exercises, or at certain seasons of the year can give agricultural, floral or mechanical exhibitions, and that the grounds comprising the park are not to exceed one hundred acres; the capital is to be $50,000, and Messrs. T. B. Porter, P. H. Tiernan, George Cornwall, Robt. Claiborne, A. D. Barbour and M. M. Abrams, are named as incorporators.

Referring to parks reminds me of a bill which Mr. Graham has introduced, incorporating the Union Park Skating Association, of Allegheny City. The park is to be located in the Second Ward, and is to be bounded as follows: On the south, 625 feet on Walnut street; on the east, 450 feet on Tremont street; on the south, 625 feet on Shanapin street, and on the west by 450 feet on Allegheny avenue, in all six and nine-tenths acres. Thos. N. Miller, S. Riddle, P. R. Hill, D. P. Corwin, C. H. Super, L. T. Stockdale, J. Bowers and W. J. Kountz are the incorporators named, and the company is authorized to charge fifty cents for admission into their grounds.

You need not imagine for a moment that any bill will be permitted to pass which has for its object the prevention of accidents on railroads by holding the companies responsible, or by compelling them to publish the accidents, thus securing greater care and caution. It has been tried on several occasions during the present time no bill has gone successfully through either branch, save one when made employers responsible when accidents occur from careless, responsible when accidents occur from careless-ness. Mr. Mowry, of Erie, aptly termed this proposed enactment "a tub thrown to the whale," the purpose of allaying the excitement for the purpose of allaying the excitement which prevails relative to the frequency of casualties on the various roads.

The following promotions and appointments have been made in Pennsylvania regiments since Friday last:

50th Regiment—Captain Henry Brodt, First Lieutenant John H. Heiling, Captain F. H. Barbar, Second Lieutenant S. A. Lasch.

53th Regiment—Captain P. F. Hodge.

96th Regiment—Captain J. W. Raymond.

61st Regiment—Captain H. K. Tyler, Captain Isaac Wright, First Lieutenant S. S. McKewen, First Lieutenant W. Graham, Second Lieutenant W. H. Tyler, Second Lieutenant F. Bowen.

81st Regiment—First Lieutenant Jos. Webb.

98th Regiment—First Lieutenant M. Myers.

104th Regiment—Lieutenant Colonel T. Kephers, Major J. M. Laughlin, Captain G. S. Conner, Captain R. Johnson, Adjutant H. A. Widdifield, First Lieutenant J. J. Wright, Second Lieutenant N. Gamble, First Lieutenant J. H. Keatly, Second Lieutenant W. Rodamer.

107th Regiment, Second Lieutenant J. A. Tompkins.

116th Regiment, First Lieut. S. Kinley.

138th Regiment, Chaplain J. W. Feight.

141st Regiment, First Lieut. Colonel J. H. Horton.

149th Regiment, Second Lieutenant H. H. Lesher; Second Lieutenant G. D. Brook.

184th Regiment, First Lieutenant P. L. Houck; Second Lieutenant A. B. Black; Second Lieutenant J. L. Jacobs; First Lieutenant S. O. Moody.

187th Regiment, Second Lieutenant C. F. Fenerstern.

91st Regiment, Lieut. Colonel M. Weidler.

2d Cavalry, Second Lieutenant W. Watt; Second Lieutenant C. W. Foulk; Captain S. H. Edgett; First Lieutenant J. Hashway.

3d Cavalry, 1st Lieut. C. H. Watts.

6th Cavalry, 2d Lieut. T. C. Oakman.

7th Cavalry, 2d Lieut. W. Hays.

8th Cavalry, 2d Lieut. F. W. Gigon.

12th Cavalry, Adjutant J. Van Irvin.

15th Cavalry, Captain H. K. Weand, 1st Lieut. D. L. Cannard.

18th Cavalry, 1st Lieut. H. Wilson.

23d Cavalry, Captain W. E. Griffith, 1st Lieut. J. B. Henderson, 2d Lieut. J. E. Deems, 1st Lieut. W. Morrison, 2d Lieut. D. G. Gauve.

The officers of the 61st Regiment, named above, are from Allegheny county, as also Lieut. Wilson, of the 18th Cavalry.

Captain Shaw's company, from your county, left here last night, and as they marched down to the depot made the welkin ring with their cheers.

FIRST EDITION.

12, MIDNIGHT.

FROM HARRISBURG.

LEGISLATIVE PROCEEDINGS.

Academy of Music Bill Passed.

Important Local Bills Presented.

Special Dispatch to Pittsburgh Commercial.
HARRISBURG, March 15.

SENATE—The following passed: Incorporating the National Railroad and Transportation Company.

Allowing the Cherry Run Petroleum Company to increase its capital.

A supplement to the act incorporating the Pittsburgh Dime Savings Institution.

An act authorizing a railroad along Cher y Run passed a third reading.

Also, a bill preventing the Kersey Oil Company from building a railroad in Venango.

The bills incorporating Central Turnpike and Allegheny Skating Park passed.

Mr. Fleming read a supplement to the general railroad act extending the privileges of the eighteenth section.

HOUSE.—Mr. Kelly read a bill relative to the fifth judicial district.

Mr. Donnelly, compelling railroads to pay ten thousand dollars to the heirs of each passenger killed.

Mr. Glass called up and had passed the bill incorporating the Pittsburgh Academy of Music. Also, the bill incorporating the Pennsylvania Tubing Company.

The bill incorporating the Titusville and Union Railroad Company was passed.

The Military Situation.

SCHOFIELD OCCUPIES KINSTON

LOSSES IN THE LATE BATTLE.

Prisoners Taken by Rebels Recaptured.

BRAGG'S ARMY RETREATING.

Sherman at Fayetteville, N. C.

The Rebels Cannot Stop His Progress.

Little "Phil." Sheridan's Paid.

Most Important Move of the War.

Affairs in Gen. Grant's Army.

REBEL DESERTERS ARRIVING.

PHILADELPHIA, March 15.

The War Department received advices by the steamer Lehigh at Fortress Monroe, that Schofield occupied Kinston, North Carolina, on the 14th inst., by a force of 34,000 men, after defeating N. Y. 15th—A dispatch from Newbern dated the 14th says: The prisoners taken by the rebels in front of Kinston have been recaptured. Gen. Terry has formed a junction with our forces there, and that Sherman was expected in the rear of the rebels at Goldsboro on the 16th or 17th.

The *Post's* Washington special says General Schofield has placed General Palmer in command at Wilmington. He is a native of North Carolina but resided in the North for many years. He left the Hartford *Press* to enter the war.

A *Herald's* Washington special says: A letter from Gen. Schofield's headquarters, dated Newbern 15th, says: This morning Hoke attempted to break our lines, but was repulsed with terrific slaughter. Gen. Cox was in front of more than 30 or 40 killed and wounded. The rebel loss is killed wounded and prisoners is eight times greater. We have possession of the field, and the rebel dead and wounded are in our hands.

Sanitary supplies are abundant at the front. The Sanitary Commission has sent to Newbern $100,000 worth of supplies, and Rear Admiral has more vessels for the same destination. Newbern is to be made a depot for sanitary supplies for the armies in North Carolina.

FORTRESS MONROE, March 14.

The steamer Champion, from Wilmington on the 13th, arrived here this morning, bringing the first definite intelligence respecting the movements of Sherman and his forces. On the morning of the 11th inst., Sherman's right column's army reached Wilmington with the news that his army had reached Fayetteville, N. C., and were encamped in the vicinity, quietly resting, preparatory to another march northward.

NEW YORK, March 15.—The *Herald's* Washington special says: No doubt is entertained here but that Sherman has reached Fayetteville without an engagement of any kind, except cavalry skirmishes. He will join Schofield at Fayetteville by Schofield, and be re-supplied. The direct communication with Sherman, Schofield and Goldsboro via the Richmond press, show they cannot stop his progress.

General Sherman has opened communication with Wilmington and Fayetteville. Dispatches word that he is all right, and marching on. We expect to hear some gratifying intelligence from him in a few days. Dr. Pugh, of the Sanitary Commission, sent forth supplies to the front for the wounded. He has also collected a list of the killed and wounded, which will be sent on for publication. Gen. Smith's field spent the Sabbath in Newbern. The weather is pleasant.

NEW YORK, March 15.—There were various reports at City Point and in Washington, concerning Sheridan's movements. One says he has gone to join General Grant's lines south of Richmond, while another says he has kept on southward just west of Richmond.

The Lynchburg papers of the 13th say that Sheridan's success in destroying the Lynchburg railroad at several points, and inflicting severe damage upon it, is complete, and he is on his way to White House, and the military officers high in authority claim this to be the most important result of the war.

The battles at Fort Morton and the enemy's lines briskly on Monday afternoon and were replied to, but without damage so far as is known.

Deserters continue to come into our lines. Several cavalrymen arrived on Sunday with their horses and equipments, which they were allowed to sell.

FROM EUROPE.

Arrival of the Steamer Peruvian.

PORTLAND, ME., March 15.

The steamer Peruvian, from Liverpool, via Londonderry, 4th, arrived here last night.

The political news is unimportant. The Bank of England has reduced its rate of discount from 5 to 4½.

The opening of the telegraph to India attracts much attention.

The sales of cotton for the week amounted to 45,000 bales. The market opened firm but closed with a decline of ⅛d. on American. Fourteen thousand bales were sold to speculators and exporters. Breadstuffs closed dull. Provisions steady. Butter tends downward. Consols closed on Friday at 88⅝@89 for money. Bullion in the Bank of England increased £2,100. American stocks quoted on Friday: U. S. 5-20s, 61½@62½; Illinois Central shares, 91⅝@92¾; Erie shares, 24.

The Austrian minister's news had not transpired at the date of our latest telegrams from Liverpool.

FROM CANADA.

Appropriation for Frontier Defence—Good Feeling towards the United States.

QUEBEC, March 15.

The Parliament last night voted a million dollars for the permanent defence of the country. Also, $3,500,000 for the expenses of volunteers on the frontier. The finance minister in a speech said the Canadian government was of the opinion that so long as the American war lasts, we must have a force on the frontier, in the shape of militia, and that the Imperial and civil authorities and fulfill the obligations we are under to act the part of good neighbors towards the United States.

PORK PACKING IN THE WEST.

CINCINNATI, March 15.

The *Price Current*, this morning publishes the annual report of pork packing in the west. The falling off in the number is nine hundred and six thousand. Increase in weight, three and three-quarters per cwt; net decrease in crop, twenty-three and a half per cent. The yield of lard per hog was twenty-five pounds, last year twenty-two pounds. Decrease in the aggregate production of lard, thirty and an eighth per cent. Increase in shipments, 100,000 hogs.

FROM NEW ORLEANS.

NEW ORLEANS, March 9, via CAIRO, 14.

Great fears are entertained of a crevasse opposite this city, which will prove very destructive should it occur.

The Morning Star leaves to-night for Memphis. The ship Harriet Mooney and bark Commerce will also leave for Boston, and the ship Artesian for New York. The schooner Matilda arrived with eighty bales of cotton captured in Vermillion Bayou by the steamer Glyde.

Cotton unchanged, sugar scarce; 24¢c for strictly prime, and 24½c for White Clarified. Molasses, $1.27. Exchange on New York, par.

SECOND EDITION

4 O'CLOCK, A. M.

FROM WASHINGTON.

The Capture of Kinston.

Dismissal of Officers.

Special Dispatch to the Pittsburgh Commercial.
WASHINGTON, March 7.

The Navy Department to-day received a dispatch from Fortress Monroe announcing the arrival at that point of the Minora Leigh, from Newbern. She brings intelligence of the capture of Kinston by Schofield. The rebels fell back on Goldsboro.

The following are the dismissals of Western officers for the week ending yesterday: Order for the honorable discharge of Second Lieutenant Edward Wheeler, 17th Michigan volunteers, amended so as to dishonorably dismiss him, as date of order of discharge; Captain Wright, 6th Ohio cavalry, for absence without leave, and attempting to visit Washington City in citizen's clothes; Captain A. Hyde, 10th Kansas cavalry, for white Lieutenant, holding out false inducements to men to enlist; Capt. James E. Philpot, 186th Ohio, for fraud in local bounties, in requiring one thousand and fifty dollars to be given him as a consideration for procuring commissions for two men as Lieutenants in his company; First Lieutenant Hiram Malcolt, 16th Kansas cavalry, for disobedience of orders, drunkenness, encouraging enlisted men to get drunk, and conduct unbecoming an officer; Second Lieutenant Geo. H. Boyd, 11th Ohio cavalry, intemperance, &c.

The following officers, for the causes mentioned, having been published officially and failed to appear before the Commissioners: Absent without leave—First Lieutenant Willard W. Hubbel, 15th Michigan; Captain Geo. D. McClure, 52d Ohio; Second Lieutenant Ewd. A. Gordon, 57th Ohio. The order of dismissal heretofore issued in the case of First Lieutenant Charles H. Hare, Company I, 7th Indiana Cavalry, a marauder, pillager and plunderer, confirmed. The order issued dishonorably discharging Second Lieutenant George W. Nash, 1st Missouri Cavalry, to date from July 1st, 1862, for having left his post while under trial was finally confirmed. The orders of dismissal in the following cases were revoked: Major Geo. N. Vanbrek, 33d Missouri Volunteers, he having been previously discharged upon tender of resignation; Captain Thomas M. Gibson, 33d Missouri Volunteers, he having been previously discharged upon tender of resignation; Lieut. Matthew H. Ward, 9th Michigan Cavalry, and he has been dishonorably discharged.

The order of dismissal of the following officers heretofore dismissed have been restored, with pay from date at which they rejoin their regiments for duty, provided the vacancies have not been filled by the Governor: Captain United States Capt. Robt. A. Halbert, 117th Illinois; First Lieut. D. W. Hover, 12th Kansas.

HIGHLY INTERESTING.

A New Issue of Seven-Thirty Bonds.

Deserters Returning to the Army.

UNION TROOPS FAVORING THE CAUSE OF MEXICO.

PAYMENT OF THE POTOMAC ARMY.

News from the Shenandoah Valley.

The Rebel Army Disorganized.

OPERATIONS AGAINST MOBILE

NEW YORK, March 15.

The *Commercial's* Washington special, of today, says:—Orders of the Treasury Department Department are pronounced without foundation by the *National Intelligencer*.

It is said Secretary McCulloch will promulgates the issue of a new series of 7-30s under the auspices of Jay Cooke & Co.

Several deserters have reported and claimed pardon under the President's proclamation. It is reported that there is a large number in Canada who will return and resume their places in the ranks.

State authorities announce that the New York quota will be filled in full within the time specified.

The *Tribune's* Washington special says that one of the most celebrated fighting regiments of New York, with every officer from its colonel down, have taken a new oath to support the popular cause in Mexico, as soon as they are out of our war with the rebels. It is positively asserted that Brigadier General Hamilton will go to Mexico in the Indian Bureau. Commissioner Dale is represented again having the inside track with the President.

The *Times'* Washington special says the payment of the army of the Potomac is nearly completed. Payments will soon be made at other localities. The Treasury will soon have money enough to meet all unpaid requisitions.

The paymaster of the Department of the West is daily increasing. We are exchanging large numbers of rebel prisoners. Ten thousand were sent on yesterday.

The *Times'* Army of the Potomac special says: A rebel scouting party of eight men, with horses and carbines, came in and gave themselves up.

The *Herald's* Winchester special says: A detachment of five hundred men, sent up the Valley pike to learn the news of the fall of Lynchburg, but learned nothing. Rebel soldiers captured on this expedition say Early's army, including Rosser's cavalry, are disorganized, and is on his way to White House, and the military officers high in authority claim this to be the most important result of the war.

The battles at Fort Morton and the enemy's lines briskly on Monday afternoon and were replied to, but without damage so far as is known.

Deserters continue to come into our lines. Several cavalrymen arrived on Sunday with their horses and equipments, which they were allowed to sell.

Execution of Jerome Clark alias Sue Mundy.

Guerrilla Outrages in Kentncky.

Railroad Train thrown off the Track.

The Passengers Robbed.

LOUISVILLE, March 15.

Jerome Clark, *alias* Sue Mundy, was hanged this afternoon, in pursuance of the sentence of the General, he protesting that at the time of his capture, and since the commencement of the war, he was a Confederate soldier.

There are slight chances of Magruder's recovery from his wound.

The trial of Tarriff is postponed by request of the able counsel by whom he will be defended.

The afternoon passenger train to Nashville yesterday, composed of six passenger cars, Adams' Express Company car, tender, and locomotive was thrown off the track last evening by the removal of a rail by about thirty guerrillas. The passengers were robbed, and the passenger cars burned. The Adams Express car was slightly injured. The guard of the train is said to outnumber their assailants, and was not molested or paroled, and the guerrillas left after burning the passenger cars.

FROM CAIRO AND BELOW.

Expedition Sent out from Baton Rouge by Gen. Herron—Rebel Forrest at Macon.

BATON ROUGE, March 9, via CAIRO, March 15.

The cavalry expedition sent from here by Gen. Herron has been heard from, after some heavy skirmishing, in which we lost ten or fifteen killed and wounded, inflicting a loss on them of thirty or forty and some prisoners, including two officers. The roads over which our forces passed were horrible. A force is concentrating at Liberty under Hodge and Scott. Our cavalry was under the immediate commands of Bailey and Davis.

Information from Meridian states that Forrest was at Macon last month in command of 5,000 men. Great activity prevails in that Department and was rapidly adding to and organizing his force.

The rebel Gen. Barkhead was recently taken prisoner at Rodney, Mississippi, by a Lieutenant of the Federal Navy and sent to this city, to report to Gen. Canby. He was enroute to Richmond to report to Kirby Smith at the time of his capture.

THE SEVEN-THIRTY LOAN.

PHILADELPHIA, March 15.

Jay Cooke reports sales of the 7 30 loan today were $8,784,000. The largest Western subscription was $150,000 from Pittsburgh. The largest Eastern subscription was from Portland, and over 3,500 individual subscriptions for total of $50,000.

VERY LATEST.

HIGHLY IMPORTANT.

MINISTER FROM AUSTRIA.

Payment of Interest on 5-20 Loan.

Policy of Secretary McCulloch.

A Crash in Financial Circles.

WARNING TO BUSINESS MEN.

Receipts of Gold from Customs.

ARREST OF GOVERNMENT DEFAULTERS.

PRESENTATION OF MEEALS OF HONOR

WASHINGTON, March 15.

Count Wydenbruke was to-day presented to the President by Secretary Seward as Minister resident from Austria.

The Secretary of the Treasury has not yet decided whether he will anticipate the payment of the May interest on the 5-20 loan on the first of April. Less than half a million demand notes are outstanding. These and coin only are receivable for customs under the law. Hence there is no truth in the report that the Secretary has under consideration the reception in payment of customs of old 7 30s, which merely bear currency value.

No more three-cent fractional currency is to be issued, and that which has been returned to the Treasury Department will not be reissued. It is not true that L. M. Clark, in charge of the Note Printing Bureau of the Treasury Department, has resigned.

The President, although suffering from weakness and fatigue, received as visitors to-day members of the Cabinet and Senators.

It is known that Secretary McCulloch has determined to put down the price of gold to its just relations to paper, but not to do so in haste. Indeed, to take just care that the fall be not so rapid as to precipitate ruin upon any interest, but in view of this settled policy of the Treasury Department, it is regarded here as wise for all men in business to unload their burdens betimes and be cautious in assuming new burdens.

The books of the Treasury show that for some time past the daily receipts of gold for customs and duties have amounted to $625,000 per day, and for the present month of June numbers $8,000,000. The allowance of interest on the public debt payable in gold is but $60,000, while from customs alone, more than enough to meet the gold bearing obligations of the Government are one-half greater than its require ments.

Lost night Charles Cook, formerly ticket agent at the Baltimore Depot, Charles Williams Baltimore ticket agent, and Thompson, Thompson, agent at the depot, were arrested by the military authorities and committed to Old Capitol prison, charged with defrauding the government of about thirty thousand dollars worth of transportation tickets.

A dispatch from Fortress Monroe to the Navy Department says that Wilmington is in the possession of our forces, giving no particulars.

To-day five sailors who were among the fifteen killed by the explosion of a torpedo in the rebel ram Albermarle, were presented with medals of honor prepared by the Navy Department.

PROVIDENCE, R. I., March 15.—The Union Convention nominated James G. Smith, Governor, and Charles C. Gardner and Alfred H. Dennell, of Pawtucket, for Lieutenant Governor.

NEW YORK, March 15.—A Union prisoner released from Salisbury says:—Arrangements have been made for the release of all citizen prisoners of Northern birth, now held in the South, and for the exchange of all soldiers between, some of whom have been in prison for three years, and under severe treatment. Our Government and people can rest assured that we have made no demand for the release of these men, and they were compelled to pass a hopeless captivity.

Highly Important Order.

Persons Engaged in Trade or Intercourse with Rebels to be Arrested.

Foreigners Engaged in Blockade Running Ordered out of the Country.

DEPARTMENT OF STATE,
WASHINGTON, March 14, 1865.

The President directs that all persons who are now, or hereafter shall be found within the lines, of the military forces of the United States, in trade or intercourse with the insurgents by sea, if they are citizens of the United States, or domiciled aliens or subjects of any foreign power with which the United States have no treaty, shall be arrested and confined in such secure military prison or fortress as the General-in-Chief shall designate, until the close of the war shall close; subject nevertheless to prosecution and conviction for any offense committed by them, as spies, or otherwise against the laws of war.

The President further decides that non-residents and foreigners who now are or hereafter shall be found in the United States, aiding or abetting the blockade of the insurgent ports, shall depart within thirty days from the days from the publication of this order, or from their subsequent arrival in the United States from other countries, and in case they shall from the Pacific side of the country, and such persons shall not return to the United States during the war, and in case they shall return that they will commit such offenders as shall disregard this order whether they have passports or not, and shall retain them in close custody until the end of the war, or until discharged by a subsequent order of the President.

[Signed] WM. H. SEWARD,
Secretary of State.

Treatment of Union Prisoners by Rebels

STATEMENT OF CAPT. McDONALD.

BALTIMORE, March 14.

Captain McDonald, of the light-ship at Smith's Point, who was captured a year since by the rebels, has just returned home, after a long imprisonment at Salisbury, North Carolina. He fully confirms previous accounts of the horrors of the rebel prisons. He learnt from one of the guards who had charge of the matter, that from the 10th of October to the 1st of January, 5.8% of our men died out of the 10,000 confined there. He was removed from Salisbury to ouinteered to attend the hospital, and showed some sympathy for the suffering and doing what little they could, but the rebel officers would permit nothing to be done to mitigate their sufferings. Patients with typhoid fever and other diseases, with scarcely any bedding or clothing, were huddled on the bare floor of some workshops, which were used as hospitals. Sometimes a little straw was furnished the sick, but such was the accumulation of filth, and the want of nursing and food, that it was the only relief for the sick, thousands dying of hunger, laying out night after night without shelter in the biting cold and rain. In the language of Capt. McDonald, the horrors of the prison never can be written, and scarcely be credited when read.

ADDITIONAL FOREIGN NEWS.

PORTLAND, ME., March 15.

The following is the latest foreign news via Greencastle:

LIVERPOOL, March 3.—Cotton—sales of the week 48,000 bales, including 9,000 to speculators and 5,750 to exporters. The market opened irregularly, with an advancing tendency, and was subsequently very dull, closing with a decline. Middling New Orleans quoted at 28¾d.

Breadstuffs quiet. Provisions steady. American news materially influen

The Pittsburgh Commercial: Thursday March 16, 1865.

SPECIAL NOTICES.

Purviance's Photograph Rooms, corner of Fifth and Market streets, second and third stories, over Richardson's jewelry store, Pittsburgh, Pa. Photographs of every style, plain or colored, from the popular carte de visite to cabinet and life-size. Mr. Purviance would particularly call the attention of the aged and infirm to the easy accessibility of this establishment, being reached by a single short flight of stairs. Prices moderate, and satisfaction guaranteed.

The Daily Commercial.

THURSDAY, MARCH 16, 1865.

☞ Correspondence on matters of public interest is solicited and will be thankfully received from our friends in all parts of the country, when accompanied by responsible names. More especially whatever relates to the discovery and production of oil, the development of oil lands and reliable oil intelligence in general, will be acceptable and is desired. Events of local interest mechanical and agricultural results, inventions and improvements of every description, county and briefly described, are solicited. To secure attention, communications should be brief, entirely reliable, and sent as promptly as possible.

Letters concerning the business departments of the newspaper or printing office should be addressed to the Business Manager. Communications designed for the paper should be addressed to The Editor.

Grant's Impending Movement.

All information, public and private, is to the effect that as soon as the weather and condition of the roads will permit, General GRANT will make the movement which has been delayed by the recent rains. It is understood that it will be faithful to the "line" on which, "by the left flank," he stands pledged to "fight it out." The possession of the Southside road is understood to be the immediate object. It is not improbable that the plan was to make the movement about the time Gen. SHERIDAN got fairly at work in the rear of Richmond, but the storm rendered it impossible.

We may at any hour hear that the great movement has taken place, and, without doubt, that important results have been achieved.

Treatment of Prisoners.

Death, wounds, and capture stare a man in the face as he goes into battle. The chances of escape from them all are not so cheering as to divest him of concern for the issue. Capture has been generally deemed the least of these evils. The horrid sufferings experienced in rebel prisons have perhaps changed the comparative estimate. Certainly, a moderately severe wound might safely be preferred, if the choice were given, to the prolonged horrors of a Southern prison.

The condition of prisoners of war is not always so shocking. Civilization, humanity and religion have secured to the unfortunate captives many mitigations of their sufferings. Policy, also, in view of facilities for exchanges, has suggested to the captors a humane treatment of their prisoners. This mutual power has been necessarily called into operation in some cases, and not without good results. Although it has been spoken of as a means of securing relief to our suffering men, we are not aware that it has been adopted by our Government during this war.

The exchange of prisoners is a wise and merciful measure. The paroling of them—that is releasing them on condition of not fighting again till they should be exchanged, is also a means of saving much needless suffering. both methods have been used in this war.

The exchanging of prisoners, by belligerent nations, is of comparatively modern origin. In former times, they were released on payment of a ransom. The amount of money necessary to secure the release of a prisoner depended partly on his rank and ability to pay, and partly on the cupidity of his captor. To secure the ransom, or some security for it, prisoners were sometimes subjected to torture, and for want of the money demanded they were sold into slavery.

The killing of prisoners was not uncommon. Passing by the savage butchery of Fort Pillow and other instances of rebel barbarism in this war, we have not to ascend into very remote antiquity to find it a common thing. The Indian and perhaps unfounded allegation of the horrid crime against NAPOLEON, was the utterance of an advanced civilization. But an earlier period, during the wars of the English with France, French prisoners, as they were captured, were cast into a huge fire and consumed to ashes, and many of the English, on the side of flattie turning against them, were, by order of the French commander, summarily pitched into their own fires. These revolting inhumanities have, however, happily gone into discredit and disuse among civilized nations.

No civilized nation would always secure men from capture. Even victories are often attended with extensive losses by this means. Surprises, by sudden dashes of the enemy, and accidental separations from the main force during battle, may result in the loss of many prisoners.

The treatment of men thus unfortunate should be dictated by humane principles, not by vengeful passions. A brave and manly foe will not wantonly aggravate the sufferings of his captives, nor indulge a craven spite de fenceless, which is adding meanness to barbarity.

Workingmen and Paper Duty.

A New York paper says that by refusing to take off the paper duty, "Congress has doubled the cost of the workingman's newspaper; it has discouraged reading, and declared its willingness to leave the mass of laboring men in our great cities to get their information and their ideas on political questions from the demagogue orators." The writer of the paragraph must have a very blundering notion of facts, and a very low estimate of the intelligence of "laboring men," if he thinks they can be deceived by his shallow pretense. There never has been a time when newspapers had so general circulation as now, or when laboring men so freely and willingly supplied themselves with printed intelligence. The reason is that by the protection afforded to paper and all other manufactures, capital is invested in their productions and the manufacturers are enabled to pay fair wages. Consequently the working man has the money wherewith to buy his newspaper.

REBEL DESERTERS.—Some general interest is connected with this class of men, who, by their great numbers, form an element in our population. So far as we can learn, they behave themselves with propriety wherever they travel or stop; and they receive kind and generous treatment among the people. Some wise head has suggested that they may have come by General LEE's wish, and with some sinister design. If so, it is a new invention in strategy. It has not been the practice of commanders, largely to deplete their armies, as a means of promoting their cause.

From the reasons assigned by those men for their leaving the rebel army, we should infer that they are of the better sort of the troops which have composed it. Those forced into the service against their convictions and their will, and those inveigled into it by false representations, would naturally embrace the opportunity to leave it. Besides, the intelligent ones must see that the rebellion is a miserable failure and that longer suffering in support of it is folly and madness, and that the sooner they come under allegiance to the old Government the better it is for them. They act wisely in leaving their bondage as fast as possible.

Meantime, they may be usefully employed in the country, at a time when labor is in great demand. They are said to be willing to work, and their labor will be acceptable as the season for agricultural employment is just beginning.

When the war is over they can go back to their former homes—wiser men, perhaps, than when they left them—or they may find permanent homes in the North and West, as good citizens of a united and happy Government.

"WHIPPED SECESSERS."—This express on has within a few days past, made its appearance in some of the Richmond papers. They appear to a party in the Capital who are in favor of giving up the contest and submitting to the United States Government. We know nothing of this party, except what we learn from the railings against it in some of the Richmond papers. It seems to be possessed of some power and influence, and to include some prominent men, who have once been notables in the rebel cause. Their influence and counsels are evidently considered to be undermined by those gentlemen of the press who asked for, and not blood, in the cause. The gross offense and burning shame attributed to these submission men, whoever they may be, is, that they acknowledge the cause of the Confederacy lost, and its adherents "whipped."

We cannot but accord the credit of commonwisdom to these secession dens, for though it seems long coming to them, "chained, cribbed, confined," as they are, with no better company than their fellow rebels, and sleeping quarters of getting out of it, even by the back door, we can not be surprised that their minds should turn on peace.

Vice President Johnson.

"It should stand to Gov. JOHNSON'S credit," says the Washington *Chronicle*, "that before he left Nashville, he telegraphed to Washington that he was not fit to make the trip, and that he would rather remain at home to assist in the regeneration and restauration of Tennessee, than to be Vice President of the United States. But after a council held among his friends here, it was deemed right that he should be present to participate in the august ceremonies of Mr. LINCOLN'S inauguration for a second term. In obedience to their earnest request, he came, and when he reached Washington was so enfeebled as to be compelled to take to his bed at once. Gov. JOHNSON appeared in the Senate yesterday morning, in company with his friend, Hon. PRESTON KING, of New York, who is staying with him at the residence of our hospitable fellow-citizen, FRANCIS P. BLAIR, Sr. His health is entirely restored. He was as cheerful as any man could be after having recovered from so severe an indisposition. We have no doubt he will fully justify the warmest anticipations of his countrymen. During his stay in the Vice President's room a large number of the Senators called to pay their respects, and we observed with much satisfaction that they were pleased to see him well."

We are assured that no man alive can feel so keenly as does Gov. JOHNSON how unfortunate was the excess to which his illness carried him on inauguration day, and that he has given such assurances as leave no apprehension on the minds of his friends that it will ever occur again. It may be proper to remind those who speak of confirmed habits of intoxication, that the single glass with which he sought to bolster up his physical system, broken and wasted in the public service, for the ceremonies, would scarcely have had the effect witnessed by those assembled had he been the habitual hard drinker some would make the country believe.

What the Philistines Did.

When they conquered the Israelites, they slew or carried away into their own country all the skilled workmen of the land, so that—we read afterwards—"no smith was found in all the land of Israel. * * * But the Israelites went down to the Philistines, to sharpen every man his spear, and his colter, and his axe, and his mattock. * * * * So it came to pass in the day of battle that there was neither sword nor spear found in the hand of any of the people that were with SAUL and JONATHAN." Under King SOLOMON, the Israelites became the richest and most prosperous nation in their history, and it was accomplished through the wise policy of the great King, whose policy precisely reversed the operations of his enemies. He hired and enticed the skilled workmen from Tyre and all the neighboring regions to enter his dominions to work, and teach others to work. Thus he built the Temple and a hundred cities. No doubt HIRAM, King of Tyre, would have very much preferred to send his cedars ready carved and cut, his brass and iron manufactured ready for using, and his roads ready made and sharpened to put them together, and the wealth and labor would have thus been retained in his own country to increase his own greatness, instead of that of SOLOMON.

The Draft.

Gov. FENTON, of New York, has given notice that assurances have been given him, by the Provost Marshal General, "that no draft will be ordered in the State as long as, or wherever, recruiting is progressing reasonably fast; and where a draft has already taken place, drafted men will not be required to report, if volunteers are secured fast enough to give assurance that the quotas will be filled within a brief period."

A similar indulgence will, doubtless, be given to Pennsylvania, and every State, where reasonable activity in recruiting is kept up. The only way to avoid the draft is to keep at work.

General Intelligence.

The money raised by the New York Chamber of Commerce for distribution to the officers and crew of the United States steamer Kearsage is now ready to be applied in that quarter. The award has been made under the advice of Commodore WILKES.

During the recent carnival season in Havana, of three days and nights, the number of persons murdered and wounded amounted to no less than fifty-six, five of whom are known to have been killed outright.

The wealthiest revenue district in the Union according to the report of Commissioner LEWIS is the first district of Illinois, composed of Chicago and the county of Cook. From September, 1862, to June 30, 1864, the first district of Illinois paid $1,236,369 09. The next wealthiest district is the fourth New York, which paid in five quarters $1,234,861 18.

On the 5th inst., Lieut. Col. Clarence J. Prentice, of the 7th Confederate Cavalry, with a force of from 150 to 200 rebels, surrounded the town of Tazewell, Tennessee, and demanded its unconditional surrender within five minutes. Lieut. Jennings, in command of about fifty mounted men, and garrisoning the town, replied that he would be "d——d" if he surrendered to cowards. The rebels then made a desperate charge, but were driven back with considerable loss, when Prentice showed himself equal to the occasion, and ordered a general charge, which he led in person. The rebels broke and fled in confusion, leaving many killed and wounded behind him as the Union men entered the town.

East Tennesseans anticipate from present indications a very interesting time in military matters soon. They are under the impression that the rebels will attempt to retake Knoxville for the purpose of re-establishing their capital there.

The London *Times* says the report that the Queen of Spain was about to sacrifice her private estates in aid of the national treasury must have struck many with surprise. It came like a revival of the virtue of Roman matrons as manifested in the best days of the republic. The royal palaces and their contents—Buen Retiro, Aranguez, the Escurial, and ten more—the jewels and plate of the Indies, and every other property, are to be entailed forever on the crown; and when so much has been put aside to satisfy the financial distress of the country, the rest of the patrimony—hereditary possessions and other estates enjoyed by the Queen—is to be sold. Such a patriotic and generous proceeds are to be paid into the treasury, and the remaining fourth to herself.

A large meeting of Germans was held on Sunday night last, at the Cooper Institute with a view of promoting a better observance of the rebellion among that nationality.

The Military Commission so long in session at Harrisburg, has been disbanded by order from headquarters. The charges against the prisoners from Clearfield county, numbering some thirty odd, have all been sent to Philadelphia for examination. Most of the prisoners will be released on discharge, while several of the ringleaders, it is said, will be remanded to the custody of the civil tribunals for trial.

A Mr. H. H. Gage, of Fayetteville, New York, recently recovered $75 damages for the loss of a pet crow that had lived in his family six or seven years. This crow could perform many amusing tricks, could speak many words quite plainly, and was in the habit of shouting on Mondays and Wednesdays. For this loyally the crow had its neck wrung by a son of Mr. Crouse, and for his son's indiscretion Crouse, Sr., was mulcted by a jury in the sum of $75.

It appears that while the fish are decreasing in numbers, in many of the most famous fishing grounds of the ocean, they are rather increasing than otherwise in the great lakes of this continent. The principal fishing ground near Sandusky Bay, (untished, in the months of April, October and November, in the year 1863, almost thirty tons of fish a day. For the two years next succeeding, the lakes were increased about five tons per day in each year; that is, during 1864 there were forty tons a day. The next year, 1865, they increased ten tons, reaching fifty tons a day; and, last year, the take was averaged fifty tons, and a little over, per day, during the three months named. The fish are principally bass, pike and pickerel. Further north, in the deep, cool waters about Thunder Bay, in Lake Huron, the delicious and delicate whitefish are caught in very large quantities.

Incidents of the Bombardment of Charleston.

The Port Royal *New South* describes the condition of Charleston, and adds: In the streets leading down to the piers may be seen huge excavations caused by ploughing shells. Doors, windows, partitions, and the inside appointments of houses in the vicinity are broken, scarred, and despoiled; in fact the whole work of shelling could not have been more complete or effective. Only a few of the stores contain any portion of office furniture. The general course pursued was to remove everything of that kind up town. The people seem to seek the practice to remain in their places of business till they were actually vivified by a shell; then they would pack up and go to the upper portion of the town, or close their stores altogether.

The distance traversed by many of the shells is truly remarkable. Some of them are struck as far up as the South Carolina Railroad depot, a distance of five and six miles from the point on Morris Island where the gun was located. The inhabitants state that the first impression they experienced when the shelling commenced was such as to drive them to secret hiding places in cellars, etc. But hundreds, not content with that mode of protection, took themselves to flight, and the trains that departed during every direction into the interior invariably were crowded with the frightened refugees. At that time transportation was not a consideration, and one of the military authorities monopolizing it for the purpose of conveying troops and stores, so that the citizens had not the means of getting off as large quantity of their furniture. After a while the people became sensible and accustomed to the bombardment, especially those who were out of range—and the fear and trepidation gradually moderated. From the very moment, however, that the first shell reached its destination prostration of business commenced, and when the last shell was thrown business had almost wholly ceased.

P., F. W. & C. RAILROAD.

Annual Meeting of Stockholders

Report of President George W. Cass.

HEALTHY CONDITION OF THE ROAD

Its Numerous Branches and Feeders.

Present Condition and Future Prospects

Harmony in the Proceedings.

Election of Directors.

The annual meeting of the Directors and Stockholders of the Pittsburgh, Fort Wayne, and Chicago Railway, was held yesterday. They first met and organized at the Company's office, on Fifth street, with Joseph S. Knox, Esq., in the chair, and F. N. Hutchinson, as Secretary, and then adjourned to the Board of Trade Rooms, corner of Wood street and Virgin alley, where the President's annual report for 1864 was read. At the conclusion of its reading, a motion was made to accept the same, and have it printed and distributed among the stockholders, which was carried. As the report is replete with interest, it was deemed advisable not to mar it by making a synopsis, hence it will be found below entire. Although a document of some length, it will amply repay a perusal by any one desirous of knowing the condition of this great feeder to Pittsburgh's trade, wealth, and prosperity.

To the Stock and Bondholders of the Pittsburgh Ft. Wayne & Chicago Railway Company.

The third Annual Report of the operations of the railway of this company, is now presented to you.

The following statement and figures will exhibit to you in a concise from the gross earnings, and the expenses connected therewith, of the railway for the year 1864.

EARNINGS.—From passenger travel, $2,690,387 09; from freight traffic, $4,118,553 00; from transportation of United States mail; $63,999 00; from express companies, 68,366 22; from Cleveland & Pittsburgh Railroad company for use of track between Pittsburg and Rochester, $85,000; from rents, $1,345 83; from miscellaneous sources, $27,023 81; Total, $7,110,465 76.

EXPENSES.—The transportation expenses for the year were as follows: For conducting transportation, $1,036,209 41; for motive power, $1,260,906 37; for maintainance of way, $1,118,496 62; for maintainance of cars, $334,941 91; for general expenses, $355,346 67; Total, $4,101,508 68.—Leaving a balance of $3,019,067 13.

The financial *status* of the company for the year may be stated thus:

INCOME.—Amount to credit of income January 1st, 1864, after payment by trustees, $67,055 00; net amount from the operations of the railway, $3,019,067 13; amount from the Cleveland and Pittsburgh Railroad Co., under the contract of 15th of December, 1862, $30,025 33; amount received from sale of 17,675 shares of capital stock sold under the agreement between share and bondholders made in April last, $1,747,500; total, $4,902,457 46.

DISBURSEMENTS.—Amount to pay interest on bonds of all classes, $918,845; amount to pay sinking fund on 1st and 2d mortgage bonds $161,100; amount paid principle and premium on Chicago depot, (8 per cent.) bonds, $14,834 46; amount paid for interest on 1st, 2nd, 3d, (three per cent.) bonds, $390,752 46; amount of construction and equipment, $2,703,741 84; total, $4,271,805 93. From this balance of $630,651 53 deduct the 2d moiety of the interest on bonds and notes paid January, 1865, out of the income of 1864, $261,300, six months interest paid January 1st, 1865, on 31 miles of road, $46,500; total income for 1864, $265,202 20; amount paid for bonds of Akron branch road, $79,800 47; total, $149,040 80. Balance over all disbursements, $116,161 33.

The increase of earnings for the year over the previous year is $1,036,626 02, or 68 9-10 per cent. Of this sum $1,000,000 00, or 96 4-10 per cent. is from the passenger business, $87,479 26 from the freight traffic, and $23,853 87 from express companies.

The amount of earnings derived from military transportation was $567,010 81, of which sum $63,999 00 was received from the United States Government, and $18,147 69 for Quartermasters' supplies and other freights. The whole amount of government business, it will be seen, produced less than ten per cent. of the gross earnings, and it is believed not a very small portion of the net receipts as the business was done at full rates, and paid promptly, less than the commercial business of the road.

The gross earnings are equal to $19,231 07 per day for the whole year, and $19,479 45 per day for the working expenses 87½ per cent. of the earnings.

Nothing in combination among the locomotive engineers, which interfered with the running of the trains for about ten days, during the month of August, and a general strike of the train hands at the commencement of the regular movement of the trains would have produced, in the aggregate, but as the result brought about better discipline and organization, a benefit which was not little, if any, ultimate loss on the year's operations.

The working expenses of the year are one and four-tenths per cent. less than the previous year, notwithstanding the increase in the cost of labor and materials. This is proof that a reduction of the per centage of expenses may be attributed in part to the improved condition of the railway, to the large addition to the rolling stock and new machinery put upon the road; and also in part to the larger per centage of passenger traffic to the whole of earnings in 1864 than in 1863. The passenger business was about 40 per cent. of the whole earnings, which in 1864 it was about 50 per cent. The whole increase in the passenger traffic is one-third of the whole increase, and partly for the reason that the through freight movement has been delayed by the want of the several eastern roads (as usually designated) to move the freight which was brought to them for transportation westwardly and their want of connection.

The local business of the road has been moved with much greater promptness during the year than for the two years previous, resulting from the increase of motive power and rolling stock, and the provision for the year which denied freights, and locked up our car equipment, there would not have been the large increase of earnings for the year, or the whole year in receipts and delay in moving the local freight traffic of the road.

It will be seen, by reference to the tables in the report of the Comptroller that the increase in the local tonnage was 59,991 tons, or 25 4 10 per cent., while the increase in the through tonnage was only 17 tons, or a fraction over two per cent. The same disparity does not generally exist in the movement from the through and local freight; for the reason that the company has received a greater increase on the rate charged for through freights, and a heavier balance in the track in the falling off in the tonnage of horses, hogs, barrels of liquor, and merchandise, especially merchandise for the passenger business, and increase of tonnage was in cattle, sheep, beef, manufactures, coal, and products of the forest. On the basis of the passenger business for 1864, of the road, the greatest increase has been in the through and foreign travel, the number having increased from 73,941 in 1863 to 356,069 in 1864, and the revenue derived from this travel was increased from $73,941 60 to $1,401,890 50, while the local passenger business has only increased about one-half the above ratio, or about 50 per cent. The increase in the latter which the public is beginning to regard this railway, as forming portions of the great through lines of the country, is believed to have exhibited itself in this increased business.

The average distance traveled by the local travel was forty-one miles for each passenger, and for the through and foreign travel, two hundred miles for each passenger, and for the entire travel, of the railway, local, through and foreign, eighty miles for each passenger. These are about the average distances of travel for previous years, and exhibits about the same local and through passenger percentages as a length approximating to the length of this company's line.

The increased business and income of the road in 1864-2 and '63 over the years next preceding (1860-1 and '62) was most largely from the Western Division, (west of Crestline), while the increase this year is about equal between the two divisions—the Western Division increasing the most in freights, and the Eastern Division in the passenger traffic. This would seem to indicate a return of the travel and traffic of the Southwest, so greatly paralyzed in 1861-2 and partly by reason of the rebellion.

The earnings of this railway for the several years since our own line has been completed into Chicago has been as follows: For 1858, $1,935,387 83; in 1859, $2,335,259 83; in 1861, $3,031,887 42; in 1862, $3,731,390 43; in 1863, $5,182,938 74; 1864, $7,120,465 76.

The present equipment of the road, condition of the track, and station facilities, are sufficient to earn eight millions of dollars the current year, if the business offered at the present prices; and if the earnings should amount to that sum, on the conditions supposed, there will be left, after paying current operating expenses, about $3,200,000 for interest, sinking fund, dividends, and such other disposition as the Board may think for the interests of the Company.

To pay interest, sinking fund and ten (10) per cent. dividends will require less than $2,000,000 on the basis of the business of 1864, and we look for any increase in the net earning for the current year over the past year, as the operating expenses of this year may so increase as to more than counterbalance any increase on the gross earnings.

At the date of the last annual report, there was then ordered as additional equipment, forty-three locomotives and nine passenger coaches. Of these, thirty-eight locomotives were received during the year, and five a few weeks since, so that all the locomotives then contracted for, have been received, and are now in use. The average term of service of the new locomotives run in 1864 was about three and three-quarter (3¾) months. This would give an average equivalent to ten locomotives for the whole year or an earning of $41,400 per locomotives including those employed in hauling wood, ballast, building materials, switching and other non-earning service. The whole number of locomotives in service at the date of this report is 87—one locomotive for each two sixty-six hundredth miles of road. It is not proposed to add to this portion of our equipment this year, or until experience proves it needed.

The increase in the passenger train equipment, has been very small, and is now very insufficient for the business of the railway. The greatest want at the present time, connected with the operations of the company, is an increase of first and second class passenger coaches, baggage and mail cars. More than half the first class coaches now on the road need repainting and other repairs, yet the pressure of travel is so great that they cannot be spared from the track long enough to go into the shops for these necessary repairs. Repairs required for the safety of the trains is all that can be done until a greater number of cars are provided. There is now being built at the company's shops, at Fort Wayne, four new first class coaches, and Barney Smith & Co., of Dayton, Ohio, are under contract to build four passenger coaches, all of which are to be in service in the month of April proximo.

The following will show the extent of the passenger equipments:

	1st Cl's chs.	2d Cl's chs.	Em. Cars.	Bag'e Cars.	Mail Cars.	Ex. crs.
On Railway Dec. 31st, 1863	67	8	16	18	6	13
Bought in 1864	9	...	...	...	...	...
Built at Allegheny shops	...	...	2	...	1	...
Built at Fort Wayne shops	...	...	...	...	...	6
On Railway Dec. 31st, 1864	76	8	18	18	7	19

In the estimate made a year ago was included four hundred freight cars to be built at the shops of the company. The delay in the completion of the shops, and an order for forty cars for the Government, which had to be executed, made it impossible to build the number estimated for.

The following table will give the tonnage equipment:

	Box cars.	Stock cars.	Flat cars.	Caboose.	Total.
On Railway, Dec. 31, 1863	626	433	520	...	1579
On Railway, Dec. 31, 1864	812	555	629	26	2002
Increase	186	102	109	26	423

All of these new cars were built at Fort Wayne shops and Allegheny Junction thereto, forty (40) box cars were built for the United States, under an order from the War Department, for which it has been paid by the Company $27,840. These cars were furnished by the Company at a less rate than we could buy, at the time, similar cars from private builders. All of the cars built, to replace worn out, broken up, or burned up numbers, were also built at Fort Wayne shops.

The condition of the roadway and track have been very much improved during the year through the ordinary repairs of the transportation department. On the Eastern Division (west of Crestline) there has been placed in the track 4,061 tons of rerolled rails, and 1,871 tons of new rails, which is equal to renewing 61 miles, of the 188, on this division, or over thirty-four per cent. in a single year. On the Western Division there has been placed in the track 552 tons of new rails and 4,888 tons of rerolled rails, which is equal to renewing 59 13-100 miles of the 280 in this division. In addition to this, 4,972 tons of rails were taken out of the track on this division, repaired in the blacksmith's forges, and replaced in the track, work to this makes a total of 5,524 tons of the 280 reiald with new, rerolled and repaired rails. Taking the whole line, the renewal of track exclusive of repaired rails for the year has been equivalent to relaying the whole road with new rails every four years. Including the rails taken from the track and replaced, the renewal of track was equal to one-third of the whole road in one year.

Of new cross-ties there has been put into the track during the year 123,478 on the Eastern, and 149,794 on the Western Division, or a total of 273,272, which is equivalent to renewing the whole road with cross-ties every five years. These renewals of track must be regarded as extraordinary and beyond the requirements of the average of future years. Notwithstanding the unusually large repair to the track in the past two years, we have not been without casualties resulting from defective track—but fortunately none of a very serious nature so far as regarded the public. These casualties were the result of defective material, notwithstanding the efforts of the company to obtain the very best. The enormous price of railroad iron, and the difficulty of getting a supply, always requires the greatest precaution in purchasing, and this rule finds no exception at the present time.

This evil is aggravated by the virtual withdrawal of foreign competition, in the supply of articles necessary to the repair of railways and machinery, caused by protective tariffs and the high premium on gold, which not only adds to iron rails, but to most manufacturers of iron and steel used in the repair of railways and the machinery and implements.

The rails now in use on all the roads in this country are very short of what they should be for economy and safety (i. e., on roads doing a paying business) at least of $5,000 per mile per annum). They are defective in quality as to wear, and perhaps in weight and form. Whether the company will be able to procure iron that will be entitled to a niche among the useful men of his age.

In April last, the bondholders united in the policy recommended by the Board in the last Annual Report, and approved by the stockholders, for the benefit of the railway and company, for the purpose of improving and extending the property more rapidly than could be done by the use of the railway alone. The work proposed to be done, and the estimated cost, was given in the last Annual Report, and has been carried out by the General Superintendent now Chief Engineer in his report. The amount of the estimated expenditure for the purpose in 1864 was $1,900,000. The actual amount was $1,864,744 00, (see $1,734,741 84, or an excess over the estimate of $791,741 84). This is a very large increase, covering only a part of the advance in the spring of the year in the price of materials and labor, and greater quantity of work done than was anticipated (the amount expended for the same purpose for construction and equipment are as follows:

	East Div.	West'n Div.	Total.
Ballast	78,483 04	88,563 51	167,046 41
Bridge masonry	72,529 75	77,959 01	150,488 81
Superintendence	17,252 76	18,274 07	35,526 83
Car freights	200,638 68	215,151 62	430,570 30
Passengers	20,048 38	21,452 07	41,500 45
Chairs	12,216 30	8,649 79	15,866 09
Engine House	7,757 58	8,471 47	16,229 05
Grading	118,887 50	86,476 80	204,364 30
Iron rails	179,787 01	98,982 27	278,769 28
Locomotives	341,526 77	212,000 00	553,527 07
Machinery for shops	4,630 00	22,112 72	26,842 72
Machine shops	95,644 35	63,734 15	159,378 50
Real estate	22,276 00	1,000 00	23,276 00
Right of way	28,209 40	55,776 61	83,986 01
Spikes, splices and fastnings	10,188 56	24,760 61	34,949 17
New Telegraph line	6,561 59	7,643 19	13,584 71
Stations	23,176 24	35,956 80	59,133 07

It will be noticed that the amount paid for equipment alone, exceeds one million of dollars. If to this we add the amount paid since the first of January, for the same, and the contracts of 1863, the whole cost amounts to about eleven hundred thousand dollars.

The second track from Pittsburgh to Rochester has been laid down, and will be brought into use as soon as the frost is out of the ground, and the embankments which slope into the river have been tested by the spring rains.

The grading for the second track from Chicago to Rock Island Railroad Junction (7 miles) was completed last fall and the iron delivered, but the delay in getting cars for the transportation of the track from being laid. It is hoped that before this time will be ready for use. The grading for the second track east and west of Alliance, and east and west of Crestline, has been suspended, owing to the price of labor, having risen so high that the contractors were able to pay, and before much work was done.

A great impediment to the prompt and economical movement of the traffic in previous years has been the insufficiency of side tracks for passing and storing trains. This evil has existed both as to the small number of side tracks and the deficiency in the length of existing sidings. In this respect there has been much improvement in this class of improvements in the past two years, and the present year is exhibited in the following figures:

LENGTH OF SIDINGS.	Laid previously.	Laid 1864.	Total.
East'n Div.....	84m 1,760ft	11m 2,160ft	95m 3,920ft
West'n Div.....	84m 1,760ft	6m 5,160ft	91m 1,360ft
	68m 1574ft	11m 2,160ft	80m 2,257ft

It is important that ten or twelve miles of sidings should be put down the present year to prevent delay of moving trains, and to furnish standing room at stations.

A large amount of work has been done on bridge masonry and bridge superstructure, and of a substantial and permanent character, which adds to the security of the road, and will reduce the future cost of repairs for these objects. The most important structure is the bridge across the Allegheny river, which is being built of stone from the quarries next to Pittsburgh, with iron. The shore span, divided into two by the erection of another pier, will be completed about the first of May.

In referring to the table of expenditures just given it will be seen that a very large amount of money has been expended on buildings, amounting to over five hundred and fifty thousand dollars. This class of improvements always consumes money faster than any other kind, as the labor to make them is mostly skilled, and the materials are expensive. The most important structures are the new engine houses and extension of old ones at Allegheny, Alliance, Crestline, Fort Wayne, Valparaiso and Chicago, by which we have 183 stalls or our 187 engines; the new machine, car and blacksmith shops at Allegheny, Alliance, Fort Wayne and Valparaiso; the new station houses at Alliance, Crestline, Upper Sandusky, Fort Wayne, Plymouth and Chicago. At Plymouth an eating house has been erected, and at Alliance one is in process of erection, for the accommodation of the passenger trains. At Crestline a convenient and commodious hotel is being erected for the accommodation of the travel at that important point, and where a good hotel has been greatly wanted for many years. It is expected to have the building furnished and occupied by midsummer. The building of the company on Fifth street, Pittsburgh, and now occupied as the General Office, has been sold, as it was too small, and will be made as a depository of the valuable papers and books of the company. The foundation of a new fire-proof building has been laid, and the walls of the first story are now partly finished on the property of the company, corner of Penn and Wayne streets, and it possible will be got ready to move into by the first of October next. The hotel and station building at Fort Wayne was found to be too small to accommodate the officers of the western division with suitable office room. A substantial two story brick building, fifteen feet square, has been erected for the purpose, and the rooms form erly occupied as offices are now used to advantage in connection with the hotel and eating house.

It is very desirable that all the work which has been commenced should be carried forward to completion, excepting, perhaps, the grading, which has been abandoned by the contractors. The Chief Engineer estimates that $850,000 will be required for the purpose, based upon the present contract and current prices. Ballasting and ditching should also be continued, and one hundred and fifty thousand ($150,000) dollars might very profitably be expended for that purpose. The number of first class passenger coaches ought to be materially increased, for which not less than seventy-five thousand (75,000) dollars should be provided. The car equipments, if larger, would facilitate the business of the road, but as the Eastern roads do not appear able to do their own through business which is brought to them by the Western roads, and by water communication, we should for the present to have reached the maximum of through traffic, and that additional equipments will only be required for the present for the local traffic.

The amount required then for construction and equipment will be as follows: Estimate of Chief Engineer, $980,000,00; ballasting and ditching, $150,000,00; New passenger coaches, $75,000,00; New freight cars, $200,000,00. Total, $1,405,000,00. Of this amount about one-half, it is believed, can be provided out of the earnings of the road. The additional cash capital required for conducting the operations of the road, growing out of high prices and extended operations will not permit more than that sum to be diverted from the income of the road. In supplies alone $1,052,058 00 was invested at the close of 1864, as against $636,719,00 at the close of 1863, being nearly double. The amount due by other companies, in the hands of agents, in the hands of the paymaster, and in transitu to the Treasurer on the 31st of December, 1864, was $1,142,885,00, as against $550,290,00 the twelve months previous; or, in other words, the general law of trade, that the larger and more extended the business, the greater the amount of capital required to conduct it, is as applicable to railroad companies, as to other business.

If the company is provided with a full stock of supplies, its track and equipment in good order, and sufficient surplus cash on hands to pay promptly, (and occasionally anticipate) the demands against the treasury, it will be prepared to meet any reverse in trade that may seriously affect railway traffic, or a return to a specie basis for business without impairing the ability of the company to pay regular dividends. The company now approximates this condition in its affairs, and can and should at once be brought fully to this high standard.

The amount of money expended for construction and equipment, in 1862-3-4, on contracts mostly made in 1861-2-3, upon an average not to exceed 25 per cent. to exceed 25 per cent. To make good this depreciation to stockholders, so that the capital stock shall only represent the cost of a property built on a specie standard, we can readily pay the discount out of the earnings of the road, and consider it simply as cost. For the last report, during these years, after deducting operating expenses, interest on bonds, sinking fund, and the dividend declared and paid in 1864, has been about $3,692,000. From this sum we deduct $1,325,608, being the loss or discount on the amount expended for construction, so as to represent this cost by a specie standard, we still have a surplus of earnings of $2,366,392. This view of the case shows the actual strength of the company and the intrinsic value of the share capital.

If the work to be done on construction, the present year, is paid for, one-half from proceeds of sale of stock, and one-half from the income derived from the working of the road, not to be charged to capital stock, we shall still have our capital stock representing a property bought and improved at the specie standard. In this way, and in this way only, shall we avoid having the property represented by two large a capital.

Any Railroad Co. that may now be adding to its construction and equipment solely by means derived from the increase of capital stock by its sale for money, or out of its increase to be made good to its shareholders by issue of new stock to them for a like amount, is building a pyramid upon an inverted apex.

Should the last annual meeting authorized to be sold, but $1,747,500 has been disposed of, and as shown in a previous part of this report, the proceeds have all been expended as required by the stockholders. The Board has as yet taken no action as to the sale of the remaining portion authorized to be sold, but it may be inferred from what has already been said, that it is not probable that the whole amount now authorized will be sold. The Board see no occasion therefore to ask you to authorize a further issue than has been already granted.

The harmony produced in the management of the railway of this company, the Cleveland and Pittsburgh railroad by the contract of December 15, 1863, has been productive, we have no doubt, of an increased income, of reduced expenses and a better understanding between the employees of both companies. By reference to the income account, it will be seen that this company received $30,025 32 of the earnings of the Cleveland and Pittsburgh railroad company for the year. In the first nine months of the year, the earnings of the Cleveland and Pittsburgh road were more largely in excess of the percentage due it of the joint earnings; but during the last three months, the earnings of this company were in excess, leaving the balance as above stated.

This change was produced by a large increase in the equipment of this road, and not in the disparity of business offered to the two roads. The Directors of the Cleveland and Pittsburgh road, in their Annual Report for 1864, report say: "The experience of the past year shows that the resources of the Cleveland and Pittsburgh Railroad are the only imperfectly developed—that the true interest and highest profit of the company is to be found, not in large dividends on small capital, but in adequacies, expensive be obtained and to be managed, but in developing and encouraging that which already belongs to us, and which we may look on as permanently ours." This quotation undoubtedly expresses a fact as to the unimproved business of the road, and the true theory upon which it should be managed. The Board of Directors of the Cleveland and Pittsburgh Railroad Company have, we believe, in Lynch an increased equipment both of locomotives and cars, and have also perfected their purchase of a large dock property at Cleveland, which, when improved, will supply them largely with their facilities for increasing a freight traffic already offered to the road.

The Erie and Pittsburgh Road was not completed during the year as to allow trains to commence running through between Pittsburgh and Erie on set October, but when all roads are opened for business, the condition of the track and short equipment admits of doing but a limited amount, and so it has been with that road.

The large local trade and good condition of the New Castle and Beaver Valley Railroad, however, justify good our expectations from that quarter by throwing upon our road at Homewood a business which yields an income at least equal to 10,000 per annum, to a large portion of our increase of Homewood, and for which increase very fair prices are obtained.

The Lawrence Railroad and Transportation Company has under contract the grading, bridging and masonry for the road from Mahoningtown, on the Newcastle and Beaver Valley Railroad, up the Mahoning Valley to Youngstown, which is to be completed and ready for the track and Mahoning road. The completion of this 18 miles of road, and the 9 miles of the Newcastle and Beaver road, bring to Pittsburgh almost the entire business of the great basin west of the Allegheny river, and east of the valley, drained by the waters of the Shenango, was in Ohio, being about three thousand square miles (3,000) in extent, in territory rich in bituminous coal, iron ore, etc. This business alone, if controlled upon the road of this Company, in the manner just indicated, will pay the annual s

The Daily Commercial

ur Advertising Terms--A Change.

The following are the sole terms on which new advertisements will be inserted in the COMMERCIAL on this date. Existing contracts will be carried out as previously agreed to:

TEN CENTS a line each time for solid advertisements, and the same rate for the space occupied by displayed advertisements.

TWENTY CENTS a line each time for leaded notices under Local or City head.

No advertisement inserted for less than twenty-five cents a time.

CITY MATTERS,

☞For additional local see first page.

THE NINTH PENNA. RESERVES.

Letter from a Paroled Prisoner, late of the 9th Penns'lvania Reserves--Deaths in Company H, while in Prison at Salisbury.

The following letter has just been received from a member of company H, Ninth Pennsylvania Reserves, who has been an inmate of rebel prisons since August last. It will prove interesting to those having friends confined therein:

PAROLED CAMP,
ANNAPOLIS, Md., Feb. 27.}

I have just arrived here from the land of rebeldom, after an irksome imprisonment of six months and five days. I presume you have already heard of the inhuman treatment we received at the hands of the rebels. There were thirty-three of our company captured on the 19th of August last. We were first sent to Belle Isle; while there three of the company were sent to the hospital in Richmond, A. E. Ebbert being one of them.

We left Belle Isle October 6th, and arrived at Salisbury, North Caroline, October 8th. Our suffering then began in earnest. For nearly two months we had no shelter at all. At last they gave us two tents to a squad of one hundred men. The tents would not hold more than fifty men, those who failed to get in, dug holes in the ground and burrowed like wild animals. There were five thousand and fifteen men died in the garrison while I was there. The bodies were stripped of nearly all their clothing and thrown into a wagon like so many logs. They were then conveyed out to a trench, prepared for the purpose, thrown in and a little dirt thrown over them, no mark of any kind being made to mark their resting place.

The following is a complete list of the deaths in our Company, at Salisbury, during my confinement there:

J. L. Davidson,* November 28th.
Jerry Davidson,* November 30th.
J. C. Kunkle,* December 1st.
William Evans,* November 28th.
James C. Reed,* December 19th.
M. A. Seaton,* December 20th.
John McGinley,* December 23d.
William Oberlihr,* December 23d.
Daniel F. Tanner,* December 23d.
E. M. Everett,* December 25th.
S. S. McFeely,* January 2d.
J. M. Fuller,* January 20th.
O. F. Sickles,* January 28th.
William P. Homes,* February 12th.
Amos Swift, and James Williams.

Those marked with a * were members of the old 9th Regiment; the last two were members of the old "Bucktail" Regiment.

Your old messmate, William Reed, is here in good health. Walter Craig was well on the 20th of February, when I left him. I am looking for him every day. I expect to be home shortly, and will call and see you.

Your friend,
IRVIN CAMPBELL,
Late of Co. H, 9th P. R. V. C.

The Library Hall.

The project of building a hall for the use of the Mercantile Library Association is meeting with much favor, and its projectors have good reason to anticipate a successful issue of their movement. The following are the committees to canvass for stock in the Library Hall:

District No. 1.--Bounded by Market and St. Clair streets, and by the two rivers: J. J. Donnell, H. M. Long, J. B. Scott, C. J. Clark and W. P. Woodridge.

No. 2--Market, Fourth, Smithfield and Water: C. L. Caldwell, J. B. Laughlin, James Aibree and W. W. Ward.

No. 3--Market, Fourth, Smithfield and Liberty: D. M. Book, W. B. Edwards, H. Holdship and Tinon Da zell.

No. 4--Liberty, Smithfield and Water: Jas. Morrison, A. S. Bell, W. P. Weyman and ——.

No. 5--St. Clair, Liberty, Canal and river: W. D. McGowan, J. R. McCune, T. H. Kabe and Gilbert Follansbee.

No. 6--Fifth and Ninth wards: Jas. E. Dickson, Jno. S. Slagle, W. W. Young and Wm. Redcliff.

No. 7.—Allegheny city: Chas. A. Howe, Thos. Bakewell, jr., R. S. Smith and R. M. Cust.

For the information of the public, we annex a synopsis of the plan proposed for the organization of the Hall Company and for the erection of the building:

The charter provides, 1st, For the organization of the Company when a sufficient sum is subscribed, and the purchase of ground for the erection of a suitable and commodious building, which shall be leased to the Young Men's Mercantile Library and Mechanic's Institute, in perpetuity for not other six per cent. per annum on the entire cost thereof, together with all taxes and repairs. 2d, That whatever revenue may be received over the sum stipulated for, shall be paid by the Young Men's Mercantile Library to the Hall Company, to reimburse them for the cost of said ground and building. A failure to pay the rent for two years's empowers the Hall Company to take full possession of the property. 3d, The rent and sums received for reimbursement to be divided annually among the stockholders of the Hall Company. The shares of stock are fixed at $100 each, so that it may be within the means of a larger number of persons to contribute to the enterprise. It is proposed to erect an elegant structure which shall contain stores on the ground floor in front, accommodations for the Library on the second floor, and a grand music or lecture hall with ample modes of egress either on the ground, back of the stores, or second floor. By the operation of the provision in the charter for the reimbursement of the outlay to the Hall company, the application of occasional legacies to the purpose, and by donations or purchases of stock, it is hoped that the Mercantile Library and Mechanics' Institute, will in time own the property, and its revenues will then be a fund for the rapid increase of the Library, and such reduction of the membership fee as will make it virtually free.

The lecture and music hall being controlled by the association, will be permanently safe from degradation by improper uses. The attractions of the Library and its accessories will be such as to make it the pride of our young men, a conservator of their morals, an efficient educator of the people, and as such its beneficial results can hardly be estimated. It is supposed that a part of the money will be required in the spring for the purchase of ground, the whole to be called in by instalments as needed.

We have already repeatedly commended this admirable project to our readers, and we trust that none of them will be backward in giving it their aid. The committee are to meet at the Library rooms on Monday evening to report progress, when we hope to learn that their application to our citizens has met with deserved success.

THE DRAFT.—The enlistment fever appears to have entirely subsided in this district, and from present indications the draft will soon be ordered. There was not a single recruit received at Captain Foster's office yesterday. In Allegheny, Captain Kirker mustered in fifteen men, five of whom were credited to the First Ward, and the balance scattered through the district. The various wards of Allegheny are discussing the propriety of starting two one year companies, the recruits of which will be residents of the city.

ACCIDENT ON PENN STREET.—Yesterday morning, about eight o'clock, a wagon drawn by two fine horses, owned by Messrs. Liggate & Lindsey, was run into by a locomotive at the railroad crossing on Penn street. The wagon was completely demolished, one of the horses killed and the other slightly injured. The driver escaped unhurt.

JAY COOKE,

Subscription Agent, Philadelphia.

Subscriptions will be received by the
First National Bank, Pittsburgh, Pa.
Second National Bank, Pittsburgh, Pa.
Third National Bank, Pittsburgh, Pa.
Fourth National Bank, Pittsburgh Pa.
Merchants' and Manufacturers' National Bank, Pittsburgh, Pa.
Pittsburgh National Bank of Commerce, Pittsburgh, Pa.
Iron City National Bank, Pittsburgh, Pa.
Tradesmen's National Bank, Pittsburgh, Pa.
Farmers' Deposit National Bank, Pittsburgh.
Mechanics' National Bank, Pittsburgh, Pa.
Union National Bank, Pittsburgh, Pa.
Allegheny National Bank, Pittsburgh, Pa.
People's National Bank, Pittsburgh, Pa.
German National Bank, Pittsburgh, Pa.
fe14-d&w-3m

AMUSEMENTS.

PITTSBURGH THEATRE.
FIFTH STREET, NEAR WOOD.
LESSEE AND MANAGER.....WM. HENDERSON

The Great Moral Temperance Drama,
TEN NIGHTS IN A BAR ROOM.
TEN NIGHTS IN A BAR ROOM.

THIS EVENING, will be presented the Great Moral Temperance Drama, in four acts, from Arthur's popular story, called
TEN NIGHTS IN A BAR ROOM.
With a powerful cast.
To conclude with
MR. AND MRS. WHITE.

TRIMBLE'S VARIETIES.
Penn street, near St. Clair.
W. C. SMYTHE.....Lessee and Manager.
Commences at 8 p. m.

Mlle MARIETTA RAVEL,
Mrs. FRANK DREW,
BEN WHEELER
And all the Varieties' great
CONSTELATION OF STARS.
Will appear to-night in the grand military drama (in 3 acts) of
The French Spy; or, the Fall of Algiers.
Also, in a varied
MALANGE OF MUSIC AND MIRTH.

FRED. AMS' MELODEON,
Late Atheneum—Liberty street.

WEDNESDAY EVENING, benefit of
Mr. W. J. THOMPSON.
When will be presented
Jack Sheppard; or, the Housebraker and his Dog.
Act 1st.
Jack Sheppard.....Miss Julia Price.
Act 2d.
Jack Sheppard.....Miss Jennie Allen.
Act 3d.
Jack Sheppard.....Miss Lettie Chandler.

ENGLISH OPERA, AT MASONIC HALL.
Directors.....Messrs. Campbell & Castle.
Manager.....Mr. Frank Rivers.
Stage Manager.....Mr. J. M. Weston.
Musical Conductor.....Mr. W. G. Dellrich.
LAST WEEK OF
CAMPBELL & CASTLE'S
ENGLISH OPERA TROUPE,
The popular young Prima Donna, Miss Fannie Riddell; Primo Tenore, Mr. S. C. Campbell; Primo Baritone; together with an eminent Orchestra and Chorus.
THIS (THURSDAY) EVENING, March 16, 1865, will be performed Bellini's Sacred Opera, in three acts, of
LA SONNAMBULA.
Count Rundolphe, Mr. A. Campbell; Elvino, Mr. Wm. Castle; Alessio, Mr. Walter Birch; Notary, Mr. Warren White; Amina, Miss Fanule Riddell; Lisa Miss G. Fowler; Theresa, Mrs. Beasley.
FRIDAY, benefit of Miss Fannie Riddell.
SPECIAL NOTICE.—To accommodate all classes, seats to a portion of the Hall will be **50 cents**. Reserved seats, $1. Reserved seats can be secured without extra charge at the music store of C. C. Meller, No. 81 Wood street. Doors open at 7 o'clock. The overture will commence at a quarter before 8 o'clock. Books of the opera for sale at the door.
W. H. MOGOM, Business Agent.

A SERIES OF GRAND PRESENTATION CONCERTS!
To be given at
CONCERT HALL,
Commencing Monday, March 13th, 1865.

Under the direction of the New York Manufacturing Jewelry Association, who, at 12 entertainments given by this Association, at the Academy of Music in N. York, sold upwards of $60,000 worth of tickets and distributed nearly $6,000 presents.

WE ARE NOW OPEN FOR SALE OF TICKETS, AND THE TIME FOR THE DISTRIBUTION OF PRESENTS at the Company's Depot, No. 63 Fifth street, opposite Concert Hall. Tickets $1.

A VALUABLE PRESENT
Given with each ticket, varying in value from $1 to $5000, which the purchaser of a ticket may receive in the place where the ticket is purchased. The presents will be given from the

IMMENSE STOCK OF JEWELRY!
Pianos, Diamonds, Sewing Machines, Silverware, Breakfast Sets, Gold Watches, Tea Sets, Toilet Sets Silver Watches, Bracelets, Guard Chains, Brooches, Solitaires, Rings, &c., &c., and an endless variety of Bijo Uterie and objects de Vertu, now on exhibition at the Company's Depot, at which place only, tickets can be purchased.
mh13-tf J. W. ELIAS, Actuary.

CITY HILL POSTER.
JAMES THACKREY,
160 Pennsylvania avenue.

Merchants and others wishing large or small show bills posted in conspicuous places in this city, Allegheny and Birmingham, will be promptly attended to leaving their orders at the "Commercial" office, or rent by the year the principal corners in the city and have the exclusive use of the same
ja26-1y

PUBLIC SALE OF THE LAWRENCE ROLLING MILL WORKS WITH COAL PRIVILEGES.--By virtue of an order of sale, issued from the Court of Common Pleas of Lawrence county, State of Ohio, and to me directed, I will offer at public sale, at the rolling mill, on THURSDAY, the fourth (4th) day of May, A. D. 1865, at the hour of ten o'clock a. m. of said day, the following described real estate, situate in the city of Ironton, county of Lawrence aforesaid, known as the "Lawrence Rolling Mill Works," commencing at a stake which bears from the northwest corner of Vesuvius and Second streets N. 54 deg. E. 36 feet; thence N. 18 deg. 36 min. W. 450 feet, to a stake from which a Sycamore twelve inches in diameter bears west thirteen feet, and a hickory three inches in diameter bears south fifteen feet; thence N. 71 deg. 24 min. E. 200 feet; thence S. 18 deg. 36 min. E. parallel with the first mentioned line to Vesuvius street; thence with said street to the place of beginning, on which is situated the rolling mill and fix tures. Also, lots 406, 407, 412, and 413 of said city of Ironton, on which are situated houses of workmen. Also, the coal privileges belonging to said rolling mill, acquired by contract with the Otile Iron and Coal Company and Dempsey, Rogers & Kilison, together with the houses erected for the use of the miners at the coal works. Also, all the tools used about said rolling mill and coal works.

Appraised at $61,000. Terms of sale--one-fourth cash in hand, one-fourth in six months, one-fourth in twelve months, and one-fourth in eighteen months, with interest on the deferred payments from the confirmation of sale.
SHERMAN G. JOHNSON,
mh15-6t Receiver of James Rodgers & Co.

SHINGLES—
100,000 for sale by
mh24 MILLINGAR & BIDWELL.

BANKS, DIVIDENDS, &C.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, January 19th, 1865.

WHEREAS,

It has been made to appear that

The Peoples National Bank of Pittsburgh,

in the city of Pittsburgh, in the county of Allegheny and State of Pennsylvania, has been duly organized under and according to the requirements of the Act of Congress entitled "An Act to provide a National Currency, secured by a pledge of United States Bonds, and to provide for the circulation and redemption thereof," approved June 3d, 1864, and has complied with all the provisions of said Act required to be complied with, before commencing the business of Banking under said Act:

Now, therefore, I, HUGH McCULLOCH, Comptroller of the Currency, do hereby certify that "THE PEOPLES NATIONAL BANK OF PITTSBURGH," in the city of Pittsburgh, in the county of Allegheny and State of Pennsylvania, is authorized to commence the business of Banking under the Act aforesaid.

In testimony whereof, witness my hand and seal of office this 19th day of January, 1865.
[L. S.] HUGH McCULLOCH,
Comptroller of the Currency.
ja24-2tm

OFFICE OF COMPTROLLER OF THE CURRENCY,
Washington, January 26, 1865.

WHEREAS,

By satisfactory evidence presented to the undersigned, it has been made to appear that the

German National Bank of Pittsburgh,

in the city of Pittsburgh, in the county of Allegheny, and State of Pennsylvania, has been duly organized under and according to the requirements of the Act of Congress, entitled "An Act to provide a National Currency, secured by a pledge of United States Bonds, and to provide for the circulation and redemption thereof," approved June 3d, 1864, and has complied with all the provisions of said act, required to be complied with before commencing the business of banking under said act.

Now, therefore, I, HUGH McCULLOCH, Comptroller of the Currency, do hereby certify that the "German National Bank" of Pittsburgh, in the city of Pittsburgh, in the county of Allegheny, and State of Pennsylvania, is authorized to commence the business of banking under the act aforesaid.

In testimony whereof, witness my hand and seal of office, this 26th day of January, 1865.
[L. S.] HUGH McCULLOCH,
ja31-2tm Comptroller of the Currency.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, January 19th, 1865.

WHEREAS,

It has been made to appear that the

Allegheny National Bank of Pittsburgh,

in the city of Pittsburgh, in the county of Allegheny, and State of Pennsylvania, has been duly organized under and according to the requirements of the Act of Congress entitled "An Act to provide a National Currency, secured by a pledge of United States Bonds, and to provide for the circulation and redemption thereof," approved June 3d, 1864, and has complied with all the provisions of said Act required to be complied with before commencing the business of banking under said act.

Now, therefore, I, HUGH McCULLOCH, Comptroller of the Currency, do hereby certify that the "Allegheny National Bank" of Pittsburgh, in the county of Allegheny, and State of Pennsylvania, is authorized to commence the business of banking under the Act aforesaid.

In testimony whereof, witness my hand and seal of office this 16th day of January, 1865.
[L. S.] HUGH McCULLOCH,
ja16-2m Comptroller of the Currency.

PEOPLE'S NATIONAL BANK,
OF PITTSBURGH.
CAPITAL.....$1,000,000.
DIRECTORS:
SAMUEL REA, BENJ. F. JONES,
BARCLAY FREESTON, JOHN H. PAINTER,
GEO. W. HALLMAN.

This Bank, organized under the National Banking system, is now prepared to transact business at its Banking House,
Corner Wood and First streets.
Subscriptions received for U. S. 7-30 Treasury Notes a supply of which is on hand for immediate delivery.
SAMUEL REA, President.
F. M. GORDON, Cashier. mh6-1m

PIANOS.

PIANOS & AMERICAN ORGANS.
BRADBURY, New York,
SCHOMACKER & CO., Phila.,
BOARDMAN & GRAY,

PIANOS.
J. D. & H. W. SMITH'S
AMERICAN ORGAN, with Tremolo Attachment.

Just received a new lot of the above celebrated instruments, together with Cabinet Organs from other manufacturers, at reduced rates, and guaranteed for five years.
WAMELINK & BARR,
mh9 No. 142 St. Clair street.

DECKER'S PIANOS.

TESTIMONIALS FROM THE HIGHEST MUSICAL AUTHORITIES.

After having examined the Piano-fortes of Messrs. Decker Brothers very carefully, we have come to the conclusion and cheerfully testify, that they are worthy respectful regard for instruments. Their tone is pure, rich, brilliant, very distinct and of an entirely musical character, while the touch of the re-enty delightfully demonstrating that none but the very best materials are used, and their touch, even throughout of four throughout the whole compass of the keyboard unsurpassed by any other Piano-forte we have ever seen.

CARL WOLFSOHN, Philadelphia.
B. HILLS,
THEODORE THOMAS.
WILLIAM MASON.
CHARLES FRADEL.
THEO. BAGEN, editor of Mus. Review & World.
GEO. ALEX. OSBORNE, Director of the Handel Opera.
JOHN ZUNDEL, editor Journal of Public Worship.
F. L. RITTER and KARL KLAUSER.
HOFFMAN, DECKER & CO.,
NO. 53 FIFTH STREET.
Are sole Agents for Decker's Piano. Also, for the celebrated Taylor & Farley Cabinet Organs and Melodeons. mh15

WHO MINDS A COLD?—It seems a small affair, and in consequence is naturally neglected in a way and yet how frequently a neglected cold ends in bronchitis or consumption! Why not stop a cold at once, and try using *Dr. D. Jayne's Expectorant*, which for thirty years has been a standing remedy for all coughs and colds, as will the forthcoming season?

What is meant by Bronchitis is an inflammation of the bronchial tubes or passages which convey air to the lungs. In its earlier stages this disease is commonly called a cold, or a cold in the breast. It usually comes on with a little hoarseness, *followed by a severe* cough, with slight feelings of heat or soreness about the throat or chest. If not arrested, the cough, which is one of the most prominent symptoms, as well as the most painful and distressing, the inflammation first extends to the smaller tubes, or those leading to the access of air to the lungs cells, when the vital powers soon follow. In most of the severe forms of disease *Dr. Jayne's Expectorant* effects a speedy cure by producing free and easy expectoration, suppressing the cough and allaying the fever. This is all that is asked.

For Asthma, Croup and all Pulmonary complaints, *Dr. Jayne's Expectorant* will afford immediate relief, by removing the difficulty of breathing, and causing easy expectoration, which is the only means by which obstructing matters are removed from the lungs. Bear this in mind, and procure a bottle of it from any of the Druggists everywhere, from whom may also be obtained *Dr. Jayne's Sanative Pills*, a prompt and effectual cure for Costiveness, Sick Headache, and all Bilious Affections.

Sold by Dr. Jayne & Son's Family Medicines are sold in Pittsburgh by B. L. FARNESTOCK & CO. and by J. FLEMING, corner of Wood and Fifth streets. Receiver also in Allegheny City by PARK & BRILL, and FREDERICK W. GERDES, from whom also may be obtained genuine James's Medical Almanac for 1865, embracing a useful calendar, much valuable information for the sick, and the testimonials of those who have been restored to health by the use of our remedies. Call and get a copy.
mh14-2t TuTh

PITTSBURGH & M'KEESPORT CAR COMPANY,
MANUFACTORY, M'KEESPORT, PENN'A,
Pittsburgh Office, 84 Wood street.

This Company is organized under the General Manufacturing Laws of the State of Pennsylvania, with ample capital and facilities for doing an extensive business. We respectfully solicit orders for the manufacture of BOX GONDOLA and RAILROAD COAL CARS, PITT CARS, SCREEN BEARERS and BARS complete, Railroad Rollers, Pitt Wagon Wheels, Railroad Car Wheels and Castings; Cooking and Heating Stoves, Plows, Plow Points, Cultivators and Foundry Castings in general.

Iron and Metal Turning
done to order on short notice.

T. B. HAMMER, President, M'Keesport.
R. H. PALMER, Treasurer, Pittsburgh.
J. N. SHALLENBERGER, Sup't., Pittsburgh.
DIRECTORS:
T. B. HAMMER, W. H. BROWN,
R. H. PALMER, W. S. HAVEN,
J. N. SHALLENBERGER.
fe24-eod-1f

OFFICE OF THE ADAMS EXPRESS CO.,}
Pittsburgh, March 3d, 1865.

EXPRESS TO THE Monongahela Oil Regions.

This Company having established Agencies at Rice's Landing, Waynesburg and Greensboro, Greene county, Pa., are prepared to do a general Express Forwarding business between Pittsburgh and those points, via Monongahela river. The goods and valuables will be in charge of our own messengers, and all matter entrusted to our care will receive prompt attention. GEO. BINGHAM, Agent.
mar4-1m

EAGLE TANNERY,
CHARLES KIEFER,

Manufacturer and Dealer in all kinds of LEATHER, such as oak-tanned harness, bridle, skirting and slaughter Sole Leather, waxed upper, kips and calf skins. The highest price paid for all kinds of tanner in rough, for green hides and calf skins, and chestnut oak bark. Office, 58 Wood street, Pittsburgh, Pa.
ja27

SAM'L. M. WICKERSHAM,
METAL BROKER,
No. 124 FIRST STRE
Agent for the sale of Cornwall Pig Metal,
nov21-y

FURERS.

ORKS,
& CO.,
e of Steam Boilers, Stills, as, Sugar Pans, Sheet Iron, d all other articles usually ons.
to all kinds of repairs on
ty and Second streets, Pitts-
oct7-tf

SS,
ATA AND FULTON STREETS,
MANCHESTER, PA.

GRAY, manufacturers of McLean's & Sach's Locks and Supporters, Beadings, Window Shutter Hinges, Sash Weights, Sad Irons, Iron Stands, and Dodware generally.
In all kinds of light Castings done promptly
No. 38 St. Clair street, Pittsburgh. aug6
DMAN.....T. S. CRAWFORD

DUQUESNE BRASS WORKS.
CADMAN & CRAWFORD, Brass Founders, ings and Steam Fitters. Particular attention aid to Steamboat Work and Oil Refineries. Corner f Duquesne Way and St. Clair streets. aug19-y

BARNDOLLAR & PRICE, (successors to T. D. Craig,) manufacturers and dealers in TIN, COPPER AND SHEET IRON WARE, Tin PLATE AND IRON ROOFERS and JOB WORKERS. Just received, a large assortment of House Furnishing Hardware, such as Water Coolers, Refrigerators, Meat safes, Toilet Ware, Squirrel Cages, Britannia Ware, Waiters, Knife Trays, Cash Boxes, Knives and Forks, Ice Pitchers, Ice Chests, Bath Tubs, Bird Cages, Parlor Cages, Planished Tin Ware, Tea Trays, Spoon and Fork Boxes, Tea Canisters, Spoons. Also, a large stock of STOVES. ap6

HENRY DEWERTZ.....LOUIS KIENLE.....JOSEPH LANG.

DEWERTZ, KIENLE & CO.,
PITTSBURGH, PA.,
No. 139 THIRD street, between Wood & Smithfield,
Manufacturers of Brewers' & Refiners' Copper Boilers, Copper Pumps, Steam and Escape Pipes, Malt Kilns, and all kinds of Copper, Sheet Iron and Blacksmith Work. mh24-1y

WM. SMITH.....DAVID E. PARK.....JAS. PARK, JR.

SMITH, PARK & CO.,
NINTH WARD FOUNDRY
PITTSBURGH, PA.,
Warehouse, 142 First and 120 Second st. streets, Manufacturers of all sizes and description s of Coal Oil Retorts and Stills, Gas and Water Pip ssand Iron, Log Irons, Wagon Boxes, Steel Moulds, Pullies, Hangers and Couplings. Also, Job work and the Castings of every description made to order. Having a complete Machine Shop attached to the Foundry, all necessary fitting will be carefully attended to. my7

SCHAUB & McDONALD'S
SASH AND DOOR FACTORY,
Anderson street, near Hand Street Bridge, Allegheny city, Pa.,
Flooring Boards, Sash, Doors, Frames, Venetian Blinds, Mouldings and Panel Shutters made to order and constantly on hand. no29-1y

KING & PENNOCK,
Manufacturers of EAGLE and NIAGARA
Sheetings, Cotton Yarn, Twine, Wick, Batting, etc., etc.
Warehouse, No. 29 WOOD STREET,
ja16 PITTSBURGH, PA.

J. M. CORNWELL.....SAMUEL KERR

CORNWELL & KERR,
CARRIAGE MANUFACTURERS,
Silver and Brass Platers, and Manufacturers of Saddlery and Carriage Hardware,
No. 7 St. Clair street and Duquesne Way, near the Depot, Pittsburgh, Pa. jy6

FIRST PITT CANNON FOUNDRY.—
CHARLES KNAP,
CANNON FOUNDER,
CHA A AND ETNA STREET,
PITTSBURGH.

OIL WELL STEAM ENGINES.
I am prepared to furnish Steam Engines so much approved of for Oil Wells and other purposes, on the shortest notice, having different sized Engines on hand, and finishing others. The public can be accommodated with Engines of any size. The work to show for itself. WILLIAM FISHER, Fifth Ward, between Mechanic and Harrison streets, Pittsburgh. dec6-1m

LAKE SUPERIOR
Copper Mills and Smelting Works.
PARK, McCURDY & CO.,
MANUFACTURERS OF
Sheath, Braciers and Bolt Copper, Pressed Copper Bottoms, Baked Still Bottoms, Spelter, Solder, &c. Also, Importers of Bar, Pig, Sheet and Plate Sheet Iron, Pire, &c.
Constantly on hand Tinmen's Machines and Tools, Wrought Iron PIPE and all sizes, from ½ to 12 inch.
PITTSBURGH, PA.
☞ Special orders of Copper cut to any desired pattern. mh10

C. H. STANG.....A. R. HERRON.....J. W. CHALFANT.

STANG, CHALFANT & CO.,
ETNA IRON WORKS,
WAREHOUSE:
Nos. 91 and 93 WATER STREET,
ja14 PITTSBURGH, PA.

HUSSEY, WELLS & CO.,
MANUFACTURERS OF
ALL DESCRIPTIONS OF CAST STEEL
Best Refined Tool Steel, Circular, Mulay and Cross-cut Saw Plates, Reapers, Pits Hoe, Rake and Fork Teeth, Cultivator, Plow Shoe, Shear, Railroad, Spring and Frog Steel.
Office and Works Corner Harrison and Pike streets Fifth ward, Pittsburgh, Pa.
☞ Warranted equal to the best English Steel. Orders may be left at No. 77 Fifth street. ap3

RED HOOK PETROLEUM STORES AND BONDED WAREHOUSE,
BROOKLYN, N. Y.
Crude and Refined Petroleum, Naptha, Benzine and Residuum,
RECEIVED ON STORAGE, OR ON COMMISSION
BY
F. W. GREEN & CO.
Office, 74 and 76 Wall Street, New York.
FRED'K W. GREEN, H. M. MCCORKLE, Prop'rs
REFERENCE:
New York—Messrs. R. O. Morgan & Co., Root & Hunt, J. P. Harley, Esq. *Philadelphia*—Messrs. Leech & Co. High Craig & Co. *Pittsburgh*—Wm. Thaw, Esq., John Watt, Esq., D. A. Stewart, Esq., J. J. Houston, Esq.

The Red Hook Petroleum Stores and Bonded Warehouse
Are situated on the Atlantic Docks, Red Hook Point, which is one of the most accessible points for storage of PETROLEUM near New York, being only twenty minutes from Wall street, by ferry and cars.
We have a water front of four hundred and fifty feet with twenty two feet depth of water at low tide. The lot, two stories high with back building entirely brick and partly frame, the whole containing 7 rooms, with hall, &c., cellar underneath; also, a frame stable and some fruit trees on lot.
Terms made known on day of sale. For further information inquire of the subscriber, residing 4 miles from Allegheny city, in Ross township, of DANIEL KINGHAM, Beaver, Pa., or to GEORGE QUAILL, on the farm above mentioned.
mh14-3t GEORGE QUAILL, Executor.

ALLEN'S
LUNG BALSAM.
The Great Remedy for the Cure of
CONSUMPTION
AND ALL
DISEASES OF THE LUNGS.

The results of its use is a proof of its great value. This extraordinary healing properties of this remedy are experienced by all those who have used it. Their testimony will be found in a pamphlet which can be had of its Agent where the medicine is for sale. Coughs and Colds, however distressing, are broken up in an incredibly short time. Don't despair because other remedies have failed, but try this remedy, and you will not be disappointed. Sold by the proprietors,
J. N. HARRIS & CO., Cincinnati.
For sale by R. A. Fahnestock, Son & Co., Pittsburgh; R. E. Sellers & Co., Pittsburgh, and by the city and country druggists generally. fe23-1meod-4w

Jo. H. sIMONDS & CO.,
Agents for the purchase and sale of
Petroleum Lands, Leases, Interests i Oil Wells, &c.
OIL EXCHANGE, corner Liberty and High street (opp. Court House.)
FRANKLIN, VENANGO CO., PA.
Lands and interest on all the estreams in the region for sale STRICTLY ON COMMISSION. Maps and plans of the entire Oil District, kept open for inspection. Directories of all the large cities can be consulted, and leading newspapers of the country kept on file at this office.
All business attended to faithfully and promptly.
ja13-6m-eod-TuThSat

J. C. MATTERN,
(Successor to George W. Weyman.)
DRUGGIST,
Corner Third and Smithfield streets
oc26-1y-eod

KANAWHA & CHESTNUT RUN OIL CO.—A meeting of the Stockholders of this Company will take place in Lafayette hall, (entrance on Fourth street,) on MONDAY EVENING, March 20th, at 7½ o'clock, important business to be presented to the meeting. By order of the Board of Directors. JOHN MONTGOMERY,
mh11-3t-eod Secretary.

OIL TERRITORY.—For sale or exchange for improved city property, 8,000 acres of land in Lewis Co., Ky., about four miles from the Ohio river, and five miles southeast of Vanceburg. Address J. HARLAN, 109 Filbert st., or E. S. HALLAN, 74 Wall st., Philadelphia. mh16-eod1m

REFINED SUGARS.
60 bbls. Refined Sugars, Crushed, Pulverized, etc.
For sale by GEO. B. JONES & CO.,
ja28 141 Water street

REVOLVER.S
A large stock of all kinds on hand and for sale by
no9 JAMES BOWEN, 136 Wood street

RAILROADS.

1864 THE PITTSBURGH, 1864
FORT WAYNE & CHICAGO RAILROA AND
CLEVELAND & PITTSBURGH RAILROA
WINTER ARRANGEMENT.

On and after December 19th, 1864, trains run as follows, viz:—

Leave Pitts.	For Chicago.	For Cleveland.	For Wheeling
Express	2:10 a. m.	2:10 a. m.	2:10 a. m.
Express	2:00 p. m.	2:30 p. m.	2:30 p. m.
Express	8:00 p. m.		
Mail	8:40 a. m.		8:30 a. m.
For New Castle and Erie			5:30 a.

Returning, Arrive in Pittsburgh:
P. F. W. & C. R.W. 2:20 a. m., 8:30 p. m., 5:45 p. m., 7:50 p. m.
P. C. & P. R. R. 2:10 a. m., 2:30 p. m., 2:30 p. m.
Accommodation Trains Leave Allegheny
For N. Brighton at 7:00 a. m., 2:00 p. m.
For N. Castle, at 8:00 a. m., 5:00 p. m.
For Sharpsburg, at 6:30 a. m., 3:30 p. m.
Returning, Arrive in Allegheny.
P. F. W. & C. R.W. 7:30 a. m., 8:40 a. m., 2:40 p. m., 6:45 p. m.
C. & P. R. R. 8:00 a. m., 8:30 a. m., 3:00 p. m., 6:45 p. m.
GEO. PARKIN Ticket Agent,
Union Passenger Depot, Pittsburgh.
A. G. CASSELBERRY,
Allegheny city.
oct29 P. R. MYERS, General Ticket Agt.

PITTSBURGH AND CONNELLSVILLE RAILROAD.—
WINTER ARRANGEMENT.
On and after MONDAY, Nov. 14, 1864, the trains will leave the Depot, corner of Ross and Water streets, as follows:

	Leaves Pittsburgh.	Arrives at Pittsburgh.
Mail to and from Uniontown	7:50 a. m.	6:00 p. m.
Express	3:00 p. m.	10:00 a. m.
First McKeesport Accommodation	6:10 a. m	6:55 a. m.
Second " "	6:15 p. m.	2:05 p. m.
First Braddock's "	7:30 a. m.	8:30 a. m.
Second " "	4:15 p. m.	5:00 p. m.

Sunday Church Train to and from
McKeesport..... 1:00 p. m. 10:00 a. m.
For tickets, apply to A. J. SHANK, Agent.
W. R. STOUT, superintendent.
ap8-y

1864 WINTER ARRANGEMENT 1865
PENNSYLVANIA CENTRAL RAILROAD.
TEN DAILY TRAINS.

On and after Monday, October 31st, 1864, trains will leave the depot, corner of Liberty and Grant streets, as follows:—

FAST MAIL daily, except Sunday, at 2:50 a. m., stopping at principal stations, and making direct connections at Harrisburg with trains for New York, Baltimore and Washington, and at Philadelphia, for New York, Boston and intermediate points.

HARRISBURG ACCOMMODATION daily, except Sunday, at 6:40 a. m., stopping at all regular stations between Pittsburgh and Harrisburg, and making close connection with trains on Indiana Branch, West Pennsylvania R. R., Ebensburg and Cresson R. R. and Hollidaysburg Branch.

PITTSBURGH & ERIE EXPRESS, daily, except Sunday, at 1:30 P. M., stopping at nearly all the stations between Pittsburgh and Corry, Philadelphia, and making connections with trains on the Ebensburg and Cresson R. R., Hollidaysburg Branch R. R., Tyrone and Clearfield and Bald Eagle Valley Branches.

JOHNSTOWN ACCOMMODATION, daily, except Sunday, at 4:30 P. M., stopping at regular stations between Pittsburgh and Johnstown, and connecting at Blairsville Intersection, with trains on the Indiana Branch and West Pennsylvania R. R.

PHILADELPHIA EXPRESS, daily, at 4:25 P. M., stopping only at Greensburgh, Latrobe, Conemaugh, Gallitzin, Altoona, Huntingdon, Lewistown, Mifflin, Newport, Marysville, Harrisburg, Middletown, Elizabethtown, Mount Joy, Landisville, Lancaster, and Downingtown, at Harrisburg connecting for Baltimore and at Philadelphia, for New York, Boston and intermediate points.

PACIFIC EXPRESS, daily, at 9:00 P. M., stopping only at Greensburgh, Gallitzin, Altoona, Huntingdon, Lewistown, Mifflin, Newport, Marysville, Harrisburg, Middletown, Elizabethtown, Mount Joy, Landisville, Lancaster, and Downingtown. At Harrisburg connects for Baltimore and at Philadelphia, for New York, Boston and intermediate points.

Sleeping cars run through on this train from Pittsburgh to Harrisburg, Philadelphia and New York, by the allentown route.

MAIL TRAIN daily, except Sunday, at 9:40 P. M., stopping only at Greensburgh, Gallitzin, Altoona, Huntingdon, Lewistown, Mifflin, Newport, Marysville, Harrisburg, Middletown, Elizabethtown, Mount Joy, Landisville, Lancaster, and Downingtown. At Harrisburg connects for Baltimore and Washington, and at Philadelphia, for New York, Boston and intermediate points.

FIRST ACCOMMODATION TRAIN for Wall's Station, daily, except Sunday, at 6:00 a. m.

SECOND ACCOMMODATION TRAIN for Wall's Station, daily, except Sunday, at 11:30 a. m.

THIRD ACCOMMODATION TRAIN for Wall's Station, daily, except Sunday, at 5:30 p. m.

FOURTH ACCOMMODATION TRAIN for Wall's Station, daily, except Sunday, at 8:45 p. m.

THE CHURCH TRAIN leaves Wall's Station every Sunday at 9:00 a. m., returning, leaves Pittsburgh at 2:30 p. m.

Returning Trains Arrive in Pittsburgh as Follows:

Pittsburgh and Erie Express	12:50 p. m.
Baltimore Express	1:30 p. m.
Philadelphia Express	2:30 p. m.
Fast Line	2:00 a. m.
Fast Line	2:00 a. m.
Johnstown Accommodation	10:00 a. m.
First

N. HOLMES & SONS,

BANKERS,

No. 57 Market street, Pittsburgh.

Buy and sell at market rates—
U. S. 6 per cent. 5-20 Bonds.
do. do. 1881 Bonds.
do. 1 per cent. 10-40 Bonds.
do. Seven-Thirties.
do. 7 per cent. one year Certificates.

And all other U. S. Securities, Bank Notes and Coin
Checks and Bonds of every description
BOUGHT AND SOLD ON COMMISSION.
ap15

Finance and Trade.

BANKERS' AND BROKERS' BOARD.

J. M. TIERNAN, Pres. | C. A. COLTON, V. P.
S. J. BRYAN, SECRETARY.

Meets Daily at 10 O'Clock, A. M.

TRANSACTIONS MARCH 15, 1865, AT THE BOARD.

	Bid.	Asked.
U. S. 6s, 1881	110	111
do 5-20s, old	110	110½
Gold May Coupons	172	00
Pittsburgh, Ft. Wayne & Chicago Railroad 2d mort		101 00
Allegheny Valley R R 7s		101 00
Connellsville Railroad		12 75
Citizens Bank		86 50
Mechanic's & Manufacturer's		77 00
Fourth National Bank	170	00
Columbia Oil Co		77 00
Oil Creek and Cherry Run	6	00
Cherry Run Central	2 12½	
Merchants'		55
Cherry Run and Pit Hole	1	00
Pittsburgh and Philadelphia		3 00
Cherry Run & Pittsburgh	1	62½
Ohio Valley	1	75
McAboy and Cherry Run	1	60
Ross		1 44
Duck Creek Oil Co		20 50
Mingo Coal		15 00
Monongahela Navigation Co		95 50
Fourth Ward Allegheny Bounty Bonds		91 00
Central Basin Oil Co	1 75	2 00
Cherry Run & Blood Farm		1 25
Horseneck		1 37½
Warren and Venango	1 70	
Western Penna. Oil Co		3 25

SALES AFTER BOARD.

1000 shares Central Basin $2 00
1000 do do 2 05
500 do do do 2 06

Philadelphia Stock Exchange Sales.

REPORTED BY CLARKSON & CO., BANKERS, PHILADELPHIA.

Special Dispatch to the Pittsburgh Commercial.

PHILADELPHIA, March 15.

The market is decidedly lower. Gold has further declined, and has been selling at 178, closing at 175¼ to 176. In Oil Shares Curtin offered at $14; Caldwell, 6¼; Dalzell, 8¼ to 8¾; Frank, 3½; Noble and Delamater offered at $7 St. Nicholas, 4¼ to 4¾. Five-Twenties (old), offered at 110. Money quite active.

WEDNESDAY, March, 15—p. m.

The interest and attendance at the People's Exchange seems to increase night after night. The crowd assembled were more eager than ever to operate in oil shares. The favorite stock this evening was Cherry Run and Blood Farm, which sold up to $1 50, and was eagerly inquired after. Central Basin was weak at $1 90. Cherry Run and Pit Hole was more active at 1 01. Ritchie, the old favorite, recovered slightly from last evening's figure, and brought readily 75. There is great deal of this stock in the market, and there is a movement on foot to get the management to inaugurate some measures for developing the territory, instead of "bulling" and "bearing" the stock. Ross was sold at $1 35, but is held firmer. Oil Creek and Cherry Run was weak at $5 80. There was a decided improvement, however, in the general tone of the market. The list of transactions is quite lengthy. The following were the actual sales:

1000 shares	Central Basin		$1 90
500	do	do	1 90
100	do	do	1 95
100	do	do	1 95
200	do	do	1 90
100	do	do	1 90
100	do	do	1 90
100	do	do	1 90
100	do	do	1 90
500	do	Cherry Run & Blood Farm	1 25
500	do	do do	1 20
500	do	do do	1 20
500	do	do do	1 34
2000	do	do do	1 30
100	do	do do	1 35
500	do	do do	1 35
200	do	do do	1 35
200	do	do do	1 35
500	do	do do	1 35
500	do	do do	1 40
500	do	do do	1 40
500	do	do do	1 53
100	do	do do	1 50
200	do	do do	1 50
200	do	do do	1 50
500	do	do do	1 50
250	do	Cherry Run and Pittsburgh	1 70
300	do	do do	1 65
300	do	Cherry Run and Pit Hole	1 01
200	do	do do	1 01
200	do	do do	1 01
500	do	do do	1 01
500	do	do do	1 01
200	do	do do	1 01
1000	do	do do	1 00
300	do	do do	1 01
300	do	do do	1 01
200	do	do do	1 01
150	do	do do	1 01
500	do	do do	1 01
300	do	do do	1 01
200	do	do do	1 01
1000	do	do do	1 00
300	do	do do	1 01
300	do	do do	1 01
200	do	do do	1 01
150	do	do do	1 01
300	do	do do	1 01
500	do	do do	1 01
200	do	do do	1 02
10	do	Columbia	71 00
300	do	Horseneck	1 25
1000	do	Pittsburgh and Philadelphia	2 75
500	do	Ross	1 35
100	do	do	1 35
100	do	do	1 35
100	do	do	1 34
200	do	do	1 35
100	do	do	1 35
300	do	Tarr, Story & Cherry Run	1 03
300	do	do do	1 03
200	do	do do	1 03
100	do	do do	1 03
100	do	do do	1 03

AFTER BOARD.

200	shares	Western Pennsylvania	3 10
100	do	do	3 10
100	do	Oil Creek and Cherry Run	5 80
200	do	Horseneck	1 23
200	do	do	1 22
500	do	Ritchie	75
100	do	Cherry Run Central	2 25

The closing quotations were as follows:

	Bid.	Asked.
Allegheny and Pittsburgh	100	
Banner	1 15	1 28
Blood Farm & Ohio Petroleum	1 70	1 75
Cherry Run Central	2 10	2 40
Charleston's Run	1 75	1 90
Dalzell	8 00	8 50
Duck Creek	16 50	20 00
Duck Creek Valley		1 29
Eldorado	1 50	2 00
Federal	90	1 68
Fleming and Blood	2 90	3 00
Great American	4 50	5 00
Meadow		90
Merchants'	51	55
McAboy Cherry Run	1 00	1 06
National, of Pittsburgh		1 50
New York and West Virginia		3 00
Ohio Valley	1 60	1 62
Oil Creek & Cherry Run	5 50	6 00
Paxton	3 50	4 25
Pittsburgh & New York		1 15
Revenue		1 15
Ritchie	70	80
Rynd Farm	5 00	5 25
Stella	76	80
Star Wells	98	1 08
Tack Petroleum of New York	3 05	3 15
Union Lubric	93	94
Western Pennsylvania	3 06	3 10
West Virginia, Pittsburgh		1 75

New York Oil Stocks.

	Bid.	Ask'd.		March 14. Bid.	Ask'd.
Allegh'y Oil		10	Highgate	94	1 02
A. Wright	7 00	7 50	Knickerb'r	72	79
Bennhoff Res	—	3 25	Manhattan	72	82
Blood Farm	—	14 00	M'Kinley		8 00
Brooklyn	3 50	4 25	Mt. Vernon	50	1 10
Buchanan	1 80	1 85	Oceanic	4 12	4 20
Common'th	4 50	5 00	Oil Crk, N.Y	4 50	
Consol. N. Y.	2 50	4 00	Pit Hole Cr'k	—	20 00
Cherry Run	94	97	Rynd Farm	5 25	5 45
Excelsior	7 00	8 00	Tack	3 10	3 15
Germania	93	94	United States	19 50	20 75
Guild Farm	2 00	2 80	Webster	—	1 85
Heydrick	25 00	30 00			

SALES.

100 shs	Buchanan F.	1 80	100 shs Cherry Run, 94
200 do	do	1 80	400 do do 94
100 do	do	1 80	

New York Copper Stocks.

NEW YORK, March 14.

	Off'd	Ask'd		Off'd	Ask'd
Bedford	—	12	Indiana	40½	—
Caledonian	—	12	Knowlton	3½	5
Canada	75c	—	N. J. Consol.	45c	—
Central	55	60	Norwich	3	5
Evergreen Bit	14	—	Ogima	5	6¼
Flint Steel R.	16½	—			

Boston Copper Stocks.

BOSTON, March 14.

Franklin	40	Isle Royal	10
Hancock	10	Minnesota	18
Huron	40		

Exports of Boots and Shoes.

The Boston *Shipping List* says that the demand for California continues limited. No exports the past week from this port or New York.

The quantity cleared at the Custom House has been as follows:

	1865.	1864.
For the week, cases	1,463	2,388
Since Jan. 1	9,908	17,774
Total	11,387	20,162

Showing a falling off compared with last year of 8,775 cases.

Cincinnati Provisian Market.

A weaker tone seemed to pervade the provision market, that established the impression that lower figures would apply to stuff, although but little was actually done to confirm such an impression. Efforts to buy bulk shoulders at 10½c, packed, were unavailing, but it is said that they can be had at 10c, loose. 17c is asked for bulk side, loose, but they would not bring more than that packed, nor that very readily. Prime city lard is quoted at 21c; mess pork at 34; bacon shoulders at 18c; bacon sides at 19½c. There is a steady order demand that does not make much of an impression in its details, but aggregates a fair business.

PITTSBURGH GENERAL MARKETS.

OFFICE OF THE PITTSBURGH COMMERCIAL, Thursday, March 16, 1865.

BUSINESS—We continue to notice a dull market in all the various departments of trade, the demand for the leading articles being entirely local and for local purposes. The unsettled state of the New York money market, together with the steady decline in gold, has made buyers cautious. They have manifested no disposition to operate to any extent, hence we have no large operations to record. Dullness is the order of the day. So far as prices are concerned we have no special change to notice. We have been waiting some time for the spring trade to open. When that important event takes place our patrons shall be duly advised. On the Monongahela landing business was moderately active. The packets by waiting their turn, were enabled to gather up a fair trip. Among the arrivals was the Maggie Hays, from St. Louis, with a fine trip. The Roanoke from same port had a large cargo. The Bayard will be found at the landing. She will return to Parkersburg at 11 a. m. The Minerva left for Wheeling on time. The Guidon came in with a good trip. The departures included the Lecture with all the freight she could manage. The Echo No. 2 will leave this day. Below will be found the sales that were reported.

REFINED—Was dull and buyers were not disposed to operate at the present rates. The only transactions were in a retail way at 50c for free. Bonded was but little fancied, and so long as the present low prices rule in the East, no movement can be expected in this market. One of our large operators offered 1,000 bbls of bonded, for April delivery, on board the cars at Pittsburgh, for 40c, payable in gold. The sale was not consummated.

CRUDE—The market at present being in an unsettled condition to quote, although most in the trade would call Prices rule high, very few buyers, who seem to be holding back. They have the advantage and intend to make the proprietor of the same. Sales were reported at various prices, according to the gravity. Among them were the following: 500 bbls at 25c, packages returned; 200 bbls, same price and conditions; 440 bbls do at 23c; 500 bbls do, heavy oil, at 27c; 150 do, extra quality, at 34. The above sales were all exclusive of the packages. Sales of 100 bbls at 32½c, packages included.

RESIDUUM—The market was steady, but not very active. The last sale reported was at $8 ₱ bbl.

NAPTHA—We note a sale of 100 bbls at 42c for free. The supply is not large.

Oil Receipts per Allegheny River.

J. R. McClurg	201
J. Bern	32
Jas. Wilkins	406
Total	639

Imports of Oil per Allegheny Valley R. R

GOING EAST.

Waring & King, 62 bbls benzole, for Pittsburgh.
Waring & King, 40 bbls tar for Pittsburgh.
Waring & King, 74 bbls refined, for Pittsburgh.

Pittsburgh Iron and Nail Market.

OFFICE OF THE PITTSBURGH COMMERCIAL, Thursday, March 16, 1865.

The market has presented no new feature since our last issue, the demand being confined to limited parcels. The following are the rates:

FLAT BAR.

	₱ lb
1¼ to 6, by ⅜ to 1 inch	6½
2 to 6, by 1 to 1½ inch	6¾
1¼ to 1½, by ⅜ to ¾ inch	6¾
1¼ to 1½ by 5-16 inch	7

HORSE SHOE.

	₱ lb
⅝ to 1, by 5-16 to ⅝ inch	8

HEAVY BAND IRON.

2 to 6, by ¼ to 5-16 inch	7
1¼ to 1½, by ¼ and 3-16 inch	7¼
⅞ to 1⅛, by ¼ and 3-16 inch	7½
1¼ to ¾, by ¼ and 3-16 inch	7¾

HOOP AND LIGHT BAND.

2¼ to 6 inch	7¼
1¾ and 2	7½
1 and 1¼	8¼
¾ inch	9
½ inch	11
¾ inch	11½

Hoops cut to specified lengths, ¼ cent per pound extra.

ROUND AND SQUARE.

	₱ lb
1 to 2¼ inch	6¼
2¼ to 3 inch	6¾
3 to 3¾ inch	7
3¾ to 4 inch	7¼
⅝, ¾ and ⅞ inch	6¾

OVAL IRON.

	₱ lb
¾ to 1¼ inch	6¾
⅝ and ¾ inch	7

HALF OVAL AND HALF ROUND.

	₱ lb
¾ to 1¼ inch	7¼
⅝ and ¾ inch	7½

WAGON BOX IRON.

	₱ lb
1¼ inch	7¼
1½ inch	8

SHEET.

No. 10 to 17	8
" 18 to 24	8¼
" 25 and 26	9
" 27	9¼

All sheets over 28 inches wide, ¼c ₱ lb extra

PLATES.

8-16, ¼ and 5-16 inch thick	8

Over 30 inches in width, ¼ cent ₱ lb extra.

FLAT RAILS

Punched and counter sunk.

1¼ to 2, by ⅛ to ⅜ inch	7
1¼ by ⅜ and 7-16 inch	7¼
1¼ by ½, 7-16 and ½ inch	7½
1¼ by ⅝ inch	8

Juniata Iron 3cts ₱ lb over "American."

PLOW HANDLE IRON.

Plow Handle Iron	8

NAIL RODS.

Juniata	13

NAILS.

	₱ keg		₱ keg
10d to 60d Nails, 7	62½	3d Fine	9 87½
8d and 9d	8 75	4d "	10 87½
6d and 7d	9 12½	3d, in. Lining	11 93½
4d and 5d	8 37½	Clinch	9 12½
3d	8 87½	Cut Spikes	7 87½
Casing Nails, 8d	8 63	Barrel, ¾ inch	10 38
8d	8 53	1 inch	9 63
10d	8 63	1¼ inch	8 88
12d	8 13	1½ inch	8 88
16d	8 13	1¾ inch	8 38
Finishing, 6d	9 13	2 inch	8 38
8d	8 88	3d	8 13
10d	8 63	10d	7 88
12d	8 63		
16d	8 63		

12½ cents per keg off, in lots of 100 kegs or upwards.

25 cents per pound off Iron (except sheet Iron,) in lots of 20 tons.

PITTSBURGH LUMBER MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, Thursday, March 16, 1865.

LUMBER AND TIMBER—The receipts up to this time have been limited, particularly of Timber and Boards. The last rise in the streams that empty into the Allegheny seems to have taken dealers by surprise. The following are the only sales that came under our notice:

BOARDS—Sales 200,000 feet, in the water, at $30 ₱ M.

TIMBER—Sales 10,000 feet at 20c ₱ cubic foot; 20,000 do at 18c.

LATH AND SHINGLES—There are none in market.

MARKETS BY TELEGRAPH.

New York Finance and Trade.

Special Dispatch to Western Associated Press.

NEW YORK, March 15.

Railway speculation was heavy this morning, and lower prices were made throughout the list. There was considerable pressure to sell, yet the decline was checked in a measure by heavy purchases to cover short contracts for Government. Gold bonds heavy and lower in sympathy with the fall in gold. At the After Board still lower prices were made. Coal and miscellaneous shares heavy and lower. Produce and merchandise markets are heavy and lower. The Gold room was depressed again to-day, and there was a decline of 7 per cent. from the highest figures of last evening. The downward movement was accelerated by news that Peace Commissioners were coming to Washington from Jeff. Davis. There have been several failures among those who have been operating for a rise, and more are expected to-morrow. It is reported that several dry goods and grain dealers invested heavily in gold to-day, and will be ruined unless gold rises this week.

Money is active to-day, with a good supply. Foreign Exchange nominal. Petroleum stocks very dull. The panicky condition of affairs has produced a general disposition to sell and large amounts of stocks are offered without any bid. U. S. sold at 5 Oceanic, $29 30; Rynd Farm, $5; Central, $64 50; Germania 85c; Noble Well, $6; Highgate, 99c; Tack, $3. Petroleum market flat and with downward tendency; crude, 37c; refined in bond, 58c; do free, 78c.

New York Money and Stock Market.

NEW YORK, March 15.

Money steady at 7 per cent. Sterling dull, at 107¾@108. Gold unsettled and lower, at 177⅝, declined to 174⅞, advancing to 176½ declining to 174, and closing at 177⅝@178. Government stocks lower. Stocks better. U. S. 6s of 81 110; 5-20 Coupons 109¾; 10-40 Coupons 66⅝; 1 year certificates 98⅝; O. & M. certificates 26⅝; Marposa 18½; N. Y. C. 104¾; Erie 64⅛; Hudson 109½; Reading 107; M. S. 64¾.

EVENING BOARD.

Gold 175¾; N. Y. C. 106¾; Erie 64⅜; Hudson 109¾; Reading 107; Old Southern 64¾; Mich. cent. 107; Illinois Central 111½; Pittsburgh 76⅝; Rock Island 97¾; Northwestern 31⅝; ditto preferred, 59; Fort Wayne, 87; Ohio and Mississippi certificates, 27½; Cumberland, 84¾; Mariposa, 14¾. Stocks and gold very active. Gold after call sold down to 173¾ and closed at 175¼.

New York Petroleum Market.

NEW YORK, March 15.

Petroleum dull and lower. Crude 36@36½; Refined in Bond 60; do Free 80@81c.

Sale of Mining Stocks.

NEW YORK, March 15.

The prices of Mining Stocks in Boston are as follows: Franklin, 42; Hancock, 9; Huron, 40; Central, 59; Copper Falls, 26; Superior, 5¼. Market dull.

New York Market.

NEW YORK, March 15.

Cotton dull and 2@3c lower, at 67@68c for middling. Flour irregular and unsettled; extra state scarce and steady, and other kinds are heavy. Whiskey quiet; Western, $2 25. Wheat heavy and 3@4c lower; Amber Michigan, $2 12½@2 16; No. 1 Milwaukee, $2 00. Rye dull and declining. Barley dull. Corn heavy and lower. Western red, $1 50@1 55. Oats dull; $1 11 for Western. Wool—market is dull. Coffee dull and drooping. Pork decidedly lower, with sales at $32 87½@33 75 for New Mess, closing at $33, cash, and $34@34 50 for 63 and '64 do cash and regular way, closing at $31 25, cash, and $27 50@28 25 for prime, and $32 25@32 50 for prime mess; also, 1,000 bbls New Mess, for March, April and May at seller's and buyer's option at $33@34 50. Beef dull and heavy at $16 @19 for Plain Mess, $20 50@22 for Mess, Beef Hams dull at 26c. Dressed Hogs dull and nominal. Cut Meats lower at 17c@17¼c for Shoulders, Cumberland Cut, 18¼c for Short Ribbed, and 18¾ for Long Ribbed. Lard lower, and sales at 18¾@19c. Butter dull and lower at 19@24c for Ohio. Cheese less active at 15½@20c.

Cincinnati Market.

CINCINNATI, March 15.

Flour dull; Superfine held as low as $7 50@8 00. Wheat dull at $1 75@1 80 for Red; good Indiana White sold at $2 05. Corn and Oats dull, and prices nominal. Whisky dull at $2 15. Mess Pork sold as low as $30. Prime City Lard was offered at 20c. Provisions dull and prices drooping. But little business done in any department. Gold declined to 170, and Silver to 160.

St. Louis Market.

ST. LOUIS, March 15.

Cotton dull. Sellers anxious to sell at reduced prices. Flour languid. No demand for wheat. Market very dull; declined. Provisions very flat. Whisky dull at $2 12.

Dry Goods Auctions.

Tuesday is generally a busy day in the auction trade, and this was no exception. The sale at Haggerty's was a most remarkable one. There were two distinct catalogues—the rival auctions going on upon different floors. The sale of domestics was one of the most discouragingly low held for a long time. The articles were evidently sold on a forced sale. Prices ruled low, very few buyers, who seem to be holding back. They have the advantage and intend to make the proprietor of the same. Sales were reported at various prices, according to the gravity. Among them were the following: 500 bbls at 25c, packages returned; 200 bbls, same price and conditions; 440 bbls do at 23c; 500 bbls do, heavy oil, at 27c; 150 do, extra quality, at 34. The above sales were all exclusive of the packages. Sales of 100 bbls at 32½c, packages included.

RESIDUUM—The market was steady, but not very active. The last sale reported was at $8 ₱ bbl.

NAPTHA—We note a sale of 100 bbls at 42c for free. The supply is not large.

Oil Receipts per Allegheny River.

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Total	639

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Waring & King, 74 bbls refined, for Pittsburgh.

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2 to 6, by 1 to 1½ inch	6¾
1¼ to 1½, by ⅜ to ¾ inch	6¾
1¼ to 1½ by 5-16 inch	7

HORSE SHOE.

	₱ lb
⅝ to 1, by 5-16 to ⅝ inch	8

HEAVY BAND IRON.

2 to 6, by ¼ to 5-16 inch	7
1¼ to 1⅞, by ¼ and 3-16 inch	7¼
⅞ to 1⅛, by ¼ and 3-16 inch	7½
1¼ to ¾, by ¼ and 3-16 inch	7¾

HOOP AND LIGHT BAND.

2¼ to 6 inch	7¼
1¾ and 2	7½
1 and 1¼	8¼
¾ inch	9
½ inch	11
¾ inch	11½

Hoops cut to specified lengths, ¼ cent per pound extra.

ROUND AND SQUARE.

	₱ lb
1 to 2¼ inch	6¼
2¼ to 3 inch	6¾
3 to 3¾ inch	7
3¾ to 4 inch	7¼
⅝, ¾ and ⅞ inch	6¾

OVAL IRON.

	₱ lb
¾ to 1¼ inch	6¾
⅝ and ¾ inch	7

HALF OVAL AND HALF ROUND.

	₱ lb
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⅝ and ¾ inch	7½

WAGON BOX IRON.

	₱ lb
1¼ inch	7¼
1½ inch	8

SHEET.

No. 10 to 17	8
" 18 to 24	8¼
" 25 and 26	9
" 27	9¼

All sheets over 28 inches wide, ¼c ₱ lb extra

PLATES.

8-16, ¼ and 5-16 inch thick	8

Over 30 inches in width, ¼ cent ₱ lb extra.

FLAT RAILS

Punched and counter sunk.

1¼ to 2, by ⅛ to ⅜ inch	7
1¼ by ⅜ and 7-16 inch	7¼
1¼ by ½, 7-16 and ½ inch	7½
1¼ by ⅝ inch	8

Juniata Iron 3cts ₱ lb over "American."

PLOW HANDLE IRON.

Plow Handle Iron	8

NAIL RODS.

Juniata	13

NAILS.

	₱ keg		₱ keg
10d to 60d Nails, 7	62½	3d Fine	9 87½
8d and 9d	8 75	4d "	10 87½
6d and 7d	9 12½	3d, in. Lining	11 93½
4d and 5d	8 37½	Clinch	9 12½
3d	8 87½	Cut Spikes	7 87½
Casing Nails, 8d	8 63	Barrel, ¾ inch	10 38
8d	8 53	1 inch	9 63
10d	8 63	1¼ inch	8 88
12d	8 13	1½ inch	8 88
16d	8 13	1¾ inch	8 38
Finishing, 6d	9 13	2 inch	8 38
8d	8 88	3d	8 13
10d	8 63	10d	7 88
12d	8 63		
16d	8 63		

12½ cents per keg off, in lots of 100 kegs or upwards.

25 cents per pound off Iron (except sheet Iron,) in lots of 20 tons.

PITTSBURGH LUMBER MARKET.

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LUMBER AND TIMBER—The receipts up to this time have been limited, particularly of Timber and Boards. The last rise in the streams that empty into the Allegheny seems to have taken dealers by surprise. The following are the only sales that came under our notice:

BOARDS—Sales 200,000 feet, in the water, at $30 ₱ M.

TIMBER—Sales 10,000 feet at 20c ₱ cubic foot; 20,000 do at 18c.

LATH AND SHINGLES—There are none in market.

JONES, BOYD & CO.,
Manufacturers of all kinds of
STEEL,
mr7-tf cor. Ross and Second streets, Pittsburgh.

Louisville Tobacco Market.

Prices of all grades of tobacco have declined, with sales at the auction warehouses to-day of 66 hhds. The sales of the week sum up 505 hhds, against 654 hhds the previous week, and the sales of the season, since the 1st of November, were 8,260 hhds. In the break to-day the prices on 20 hhds were refused:

Louisville—1 hhd at $5 75, 3 at 6 70@7, 1 at 10 75 3 at 8, and 2 at 20 25 to 22 25.

Boone—1 hhd trash at $1 20, 3 at 5 10 to 5 80 2 at 6 to 6 75, 1 at 8 60 to 8 90, 2 at 14 25 to 16 20 and 2 at 19 to 20 50.

Ninth Street—1 hhd trash at $4 70, 2 5 50 to 6 80, 2 at 7 10 to 7 45, 2 at 8 30 to 8 75, 2 10 50 to 12 75, 2 at 15, 2 at 19 25 to 19 75, 1 at 16 25, 2 at 17 50 and at 21 50 to 21 75.

Pickett—12 hhds at $5 15 to 7 50, 5 at 8 to 9 40, 2 at 12 to 14 50, 4 at 16 25 to 20, 2 at 20 25 to 21 25 and 1 at 26 75.

River Matters.

Arrivals and Departures of Steamboats

ARRIVED.

Franklin	Carmac	Brownsville.
Gallatin	Carlile	do
Fayette	Speers	do
Jas. Rees	Irwin	Elizabeth.
Bayard	Moore	Parkersburg.
Roanoke	Shedden	St. Louis.
Maggie Hays	Hendrickson	do

DEPARTED.

Franklin	Carmac	Brownsville.
Fayette	Speers	do
Gallatin	Carlile	do
Jas. Rees	Irwin	Elizabeth.
Nevada	Spencer	St. Louis.
Guidon	Batchelor	Cincinnati.
Minerva	Gordon	Wheeling.

THE RIVER.—Last evening at twilight there were eleven feet water in the channel and rising, the rise being from the Allegheny.

WE are indebted to our old friend "Young," of the Maggie Hays, for attentions to this office.

THE first-class packet Silver Cloud No. 2 Capt. Conway, is announced for St. Louis and the Upper Mississippi.

THE steamer Guidon, Capt. Batchelor, left for Cincinnati yesterday, with one of the best trips of the season.

THE fast passenger packet Bayard, Captain Moore, leaves this day for Parkersburg and the oil regions. For speed, accommodations and attentive officers this boat has no superior.

The favorite packet Empire City, Capt. Hazlep is announced for Cincinnati and Louisville. Passengers and shippers will bear this in mind. Capt. Richardson, who has charge of the office will see that passengers have the best of attention.

THE fine packet Argonaut No. 2, Capt. G. W. Reed, leaves this day positively for Cincinnati and Louisville. This boat has the best of accommodations, and is in charge of careful and attentive officers. Capt. Weed, who has charge of the office will see that passengers are well cared for.

THE punctual passenger steamer Glide No. 3 Capt. Anderson, is announced for the "Queen City." This boat belongs to the regular packet line and does business on the square. Capt. Anderson being a general favorite with passengers and shippers. The first clerk is Mr. George N. Baker, one of the best officers that comes to this port.

Cincinnati.—Wednesday's *Commercial* says: The river has only receded 13 inches in the 24 hours ending last night. There is 14 feet on the rocks over the Falls. The Lower Ohio, Cumberland and Tennessee rivers are over their banks, but falling. There is 15 feet on the Mississippi from St. Louis to the Ohio.

The Camelia came in from Pittsburgh with 350 tons of freight. She discharged 250 tons here, and will fill out and leave for Nashville to-day.

The Yorktown, from Louisville, passed up for Pittsburgh with a full cargo, principally flour and tobacco. Captain G. W. Ebert and Captain Jacob Poe are at the wheel.

The new, A 1, copper-fastened barque, Mary Bell Roberts, Captain E. N. Roberts, built near Parkersburg, Virginia, arrived here yesterday, with a cargo of coal, and cast anchor in front and under the guns of Newport Barracks. She will take a cargo of coal on board for New Orleans, and load at that point for Liverpool direct.

Capt. James Kenlston has sold his interest—one-fourth—in the Rob Roy, to Capt. Kennedy Lodwick, at the rate of $32,000 for the entire boat.

The following boats were at the wharf last evening: Rob Roy, Kate Robinson, Jewess Onward, Sherman, Lady Pike, Mary Miller, Revenue, Cottage No. 2, G. Mel. Porter, Nightingale, Robert Burns, Camelia, Pine Grove, D. C. Hunt, Rebecca Rogers, Mary Miller, Jr.

Louisville—Tuesday's *Press* says: The river was falling rapidly all day yesterday, and is now within its banks and natural limits, having fallen altogether about two feet. It is falling much faster than it had risen, with forty-seven feet water in the channel at the foot of the falls.

In the canal last evening there were about 22 feet water, and on the falls 19 feet by the marks over the obstructions.

The W. H. Osborn came in from St. Louis yesterday with a heavy cargo of corn for this port, but owing to dry landing she proceeded with it to Cincinnati.

The rates of freight to New Orleans are at easier rates, and engagements were made yesterday at 40c for 8 to 10 feet boards; 50c per bbl; corn 56c per 100 lbs; hay $20 per ton; lard per 100 lbs; pork per bbl, $2 50; apples, potatoes, $2 50; sacked salt, 20c.

FLOOD IN THE TENNESSEE.—We learn by the officers of the Norman, and others just arrived from the Tennessee river, that the highest water in that river has been at an unprecedented height. Residents of thirty years in the vicinity say that the water was as much as 8 feet above the highest mark. At Eastport, say that the river at these points was eighteen inches higher than ever before known. The damage to property, and consequent losses by the Government is heavy, in stock, wagons and grain. The Anna, Naugatuck, Kate Robinson and a dozen other steamers are now at Eastport, all of which was more or less damaged by overflow. It is estimated that submerged timber bags of corn, floating in the water, or overflowed, and many miles and wagons were swept away while trying to remove them. The loss will far exceed a million of dollars.

Cairo, March 13—Three new monitors are now on the stocks at Mound City being pushed sharp at both ends, and have models which boys give shingles when they send them as specimens. Mound City building yard, on Mill's island nearly in the centre of the shingle, for a turret, and two steel thimbles standing on top of each other for smoke stacks, and you have a perfect resemblance.

Saint Louis—Tuesday's *Democrat* says: The river is declining fast here, with fourteen feet to Cairo.

The Illinois is falling rapidly all the way between Lasalle and the mouth, with ten feet in the channel.

The Upper Mississippi is stationary, with six feet to Keokuk and three and a half feet on the lower rapids.

The Missouri is rising rapidly, with six feet in the channel at and above Kansas City.

The Cumberland, Tennessee, Wabash, Arkansas and tributaries are at high stages yet.

The weather was disagreeably sultry yesterday, with varying indications of a coming storm.

Business continues active on the river, both in receipts and shipments.

The Storm, a low-boat, should have arrived last evening from Lasalle with fourteen canal boats heavily loaded with salt and lumber, among them the Africa and the Ohio, with 1,000 bbls salt for John Wann. The tow-boat Kellogg was also due from Lasalle with a big tow of canal boats.

The Sucker State, Northern Line packet, is off the docks, and has been repainted as well as repaired, and consequently is very fair to look upon.

STEAMER LOUISA ON FIRE AND SCUTTLED.—The steamer Louisa, bound down the Missouri to St. Louis, with a full cargo of hemp, &c., took fire in the hold at South Point, on Saturday night at 10 o'clock, and had to be scuttled and sunk in seven feet of water. Cargo almost destroyed. Boat may be saved.

IMPORTS BY RIVER.

Wheeling.

PER MINERVA.—Hamm & Leidlock, 2 pkgs; Owner, 12 head cattle; H McCandlish, 2 bbls apples; Jos M Ligh, 12 bbls do; Graff & Reiter, 5 bbls beans; C Arbuckle, 10 bales hay, 2 b